

WINE AND SPIRIT MERCHANTS
CHAZALON & CO.
BAKERS AND FRENCH PRESERVES IMPORTERS.
6, QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1840

St. GEORGE'S BUILDING
DISS BROS.
Tailors.

No. 13,408

號十二月三年六零百九千一英

HONGKONG, TUESDAY, MARCH 20 1906

日六廿月二年午丙

PRICE, \$3.00 Per Month

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU
AND THE CELEBRATED
KULMBACHER BIER.
Per Case of 6 doz. pils. \$18.00.
Per Case of 4 doz. qts. \$18.00.
MACWEN, FRICKEL & CO.,
1815 3, DUDDELL STREET.

Intimations.

LOST.

On Friday, 16th instant, a BLACK and WHITE POINTER DOG, about five months old. Anyone returning the same to E. M. HAZELAND, 85, Queen's Road Central, will be Rewarded.
Hongkong, March 19, 1906. 589

WANTED.

STENOGRAPHER and TYPEWRITER for Shipping Firm. Apply, stating age, experience and salary required, to
A. B.
Care of "CHINA MAIL" Office.
Hongkong, March 17, 1906. 585

WANTED.

FOR PRINTING OFFICE in Singapore. Good MACHINE MEN.
KELLY & WALSH, LD.
Hongkong, March 18, 1906. 589

VICTORIA RECREATION CLUB.

ATHLETIC SPORTS.

INTENDING COMPETITORS are reminded that ENTRIES CLOSE on FRIDAY, 23rd March. ENTRY FORMS obtainable from the Steward, Kowloon, or the Undersecretary, FRANK LAMMERT, Hon. Secretary, O/o CALDERBURN, MACDONALD & CO., Hongkong, March 19, 1906. 548

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the HONGKONG HOTEL, at 8 o'clock p.m., on SATURDAY, the 7th APRIL, 1906. Members wishing to be present and Devonians wishing to join the Society are requested to communicate with
MOWBRAY S. NORTHCOOTE, Hon. Secretary, O/o HONGKONG CLUB.
Hongkong, March 19, 1906. 573

X

Special Offer for Ten Days Only.

THE BURLINGTON,

2, PEDDAR STREET.

ARE SELLING REGARDLESS OF COST. TAILOR-MADE COATS, DRESS SHIRTS, TROUSERS, BLOUSES - LENOX'S, DRESS MATERIALS, CHIFFONS, LACEY and DRESSING COMBS, etc.

A Large Assortment of FRENCH HAND-MADE UNDER-CLOTHING and varied styles of Corsets at 25% BELOW COST PRICES.

OUR SPECIAL MILLINERY OFFER. All our imported model HATS and TOQUES to be cleared at astonishingly Low Prices.

Great Bargains in LADIES' SMART AMERICAN BOOTS and SHOES.

All we ask is for Ladies to Call, Inspect and judge for themselves.
Hongkong, March 17, 1906. 564

THE POPULAR SCOTCH

'BLACK AND WHITE.'



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS

By Appointment to

H.M. THE KING

AND

H.R.H. THE PRINCE

OF WALES.

Supplied at all the Leading Clubs and Hotels and to be obtained from All the

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

WORKS:

KOWLOON BAY.

OFFICES & STORES:

No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,333 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,360 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,995 tons, Captain J. J. Leasda.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 5.30 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HUNGSHAN, 1,998 tons, Captain G. F. Morrison, A.R.N.
Departures from Hongkong to Macao on week days at 2 p.m.
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Willor.
s.s. NANNING, 588 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the:-
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE. 25, WYNDHAM STREET. 154

KELLY & WALSH, LTD.

YORK BUILDING, CHATER ROAD.

JUST PUBLISHED.

BUTTERFLIES OF HONGKONG AND S.E. CHINA, by J. C. Ker-shaw. Coloured Plates, Part 3. 2.00
SCRAPS FROM A COLLECTOR'S NOTE BOOK, Being Notes on Some Chinese Painters of the Present Dynasty, by F. Hirth. illus. 5.00
The Jewel in the Lotus, by S. E. Brady. 2.00
The Land of the Tzumi, Travels in Japan, by G. C. Murray. 1.50
China Coast Tales, No. 10, Formosa, A Tale of the French Blockade 1884-5, by Lise Boehm. 1.00
The Vampire Nemesis and Other Weird Stories of the China Coast, by Dyer. 1.00
The Celestial and His Religions or the Religious Aspect of China, by J. Dyer Ball. 8.00
How to Write Chinese with Particular Directions for Writing the Radicals, by J. Dyer Ball; 2nd Edition Revised. 5.00
How to Write the Radicals, by J. Dyer Ball; 2nd Edition. .75
The Fifth of the Classics: Quotations from the Chinese Classics in Colloquial Use, by J. Dyer Ball. 2.00

THINGS CHINESE: An Encyclopedia of Subjects Connected with China, Alphabetically Arranged, by J. Dyer Ball. .87.50
On Marine Motors and Motor Launches, by E. W. Roberts. 3.50
A Dictionary of Contractions, Ventilation, Heating and Lighting of Dwellings, by J. W. Thomas. 4.20
Ants and Their Ways, illus. by W. Farren White. 1.85
A Popular Handbook to the Microscope, by E. W. Roberts. 1.85
Are Virondis, the Art of Acquiring Mental and Bodily Vigour, by Arthur Lovell. 1.85
Indigestion, Constipation, Gout and Constipation Treated and Dieted, by T. Dutton, M.D. 1.25
How to Make and How to Mend the Crochet, by J. W. Roberts. 2.25
Voces, of Love and Devotion for Every Day, by G. Wells. 2.00
What Foods Feed Us, by E. Miles. .80
A Treatise on Plague, Historical, Epidemiological, Clinical, Therapeutic and Preventive Aspects, by Prof. W. J. Simpson. 13.50
Clover's Naval Pocket Book. 6.00
Editorial Wild Oats, by Mark Twain. 1.55

NOTICE.

MR RICHARD HANCOCK is authorized to Sign the name of our Firm per Procuration.
SHEWAN, TOMES & CO.
Hongkong, February 26, 1906. 398

NOTICE.

WE have this day been Appointed PASSAGE, BAGGAGE, and SHIPPING AGENTS by Messrs COX & CO., Bankers, Army Agents, &c., of London and Bombay.
All information can be obtained, or will be forwarded on application stating requirements to
SAYER & CO.,
19, QUEEN'S ROAD CENTRAL.
Hongkong, January 25, 1906. 409

CAMPBELL, MOORE & CO., LIMITED.

To Arrive by the S.S. 'GLENSTRAE.'

FRESH SUPPLY

OF

HAIR FRAMES,

HAIR PINS,

&c., &c., &c.

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER. 804

OHNE WING & CO.

29 & 29, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN

ALL SORTS OF COPPER, BRASS, STEEL,

IRON WARE, &c.

STEEL GIRDERS and TEES,

CORRUGATED IRON, PIG IRON, &c.

(Suitable for

SHIPS, ENGINEERS AND HOUSE BUILDERS

1923

WILLIAM MACLEOD,

D.D.S.,

ENGLISH DENTIST,

1, CAMERON ROAD, KOWLOON,

1st Floor, Kowloon Dispensary. 1923

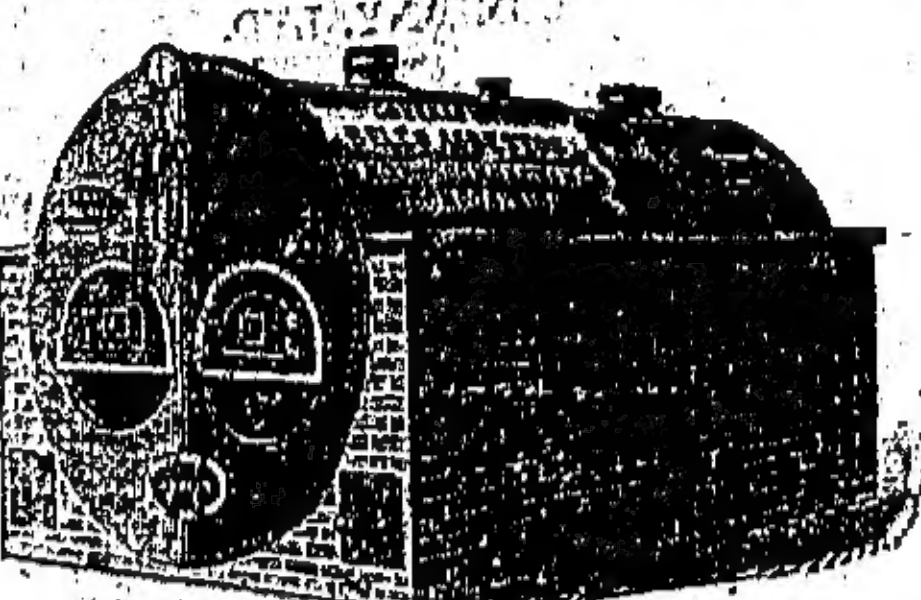
BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.)

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

FOR SUPPLIED IN

Bags of 1 cwt. each.

OFFICE: 6, DES VOEUX ROAD.

LANE, CRAWFORD & Co.

NEW STOCKS OF

TENNIS SHOES.

RUBBER

and

ROFT

SOLES.



PATENT

'AEROLITE'

SOLES.

FROM \$4.50 to \$10 PER PAIR.

AERTEX CELLULAR TENNIS SHIRTS.
SLAZINGER TENNIS RACKETS - D. Herry, 'E.G.M.' 'Demon' 'Special'
BUSSEY'S TENNIS RACKETS, AYRE'S CHAMPIONSHIP TENNIS BALLS.
STEAM TANNED NETS, POSTS AND MARKERS.
STRAW AND PANAMA HATS.

LANE, CRAWFORD & Co.

THE HONGKONG HOTEL

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRA.
H. HAYNES, Manager.
2197

STAG HOTEL,

115, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.
WELL-FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER. 1085

HARRIS-KEENEY CO.

MANUFACTURERS OF HIGH-GRADE FIBRE, BATTAN AND HARDWOOD

FURNITURE AND NOVELTIES.

NO BAMBOO FRAMES IN OUR CHAIRS.

SOME NOVELTIES IN LEATHER GRILLE WORK AND BURNED LEATHER PILLOWS, ETC., JUST ARRIVED.

Showrooms - No. 2, Peddar St.; Factory - 1 to 13, Shaankwan Rd. 3211

N. LAZARUS,



No. 3, PEDDAR STREET,

OPTICIAN.

SIGHT TESTED FREE.

LENSES GRIND.

REPAIRS A SPECIALTY.

(Under Hongkong Hotel). 1797

CHAMPAGNES

CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.

SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906. 450

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER. 804

BAHADUR CIGARS.

THE PREMIER CIGAR OF INDIA.

No. 1. \$2.75 per 100.

No. 2. 2.50 per 100.

No. 3. 2.25 per 100.

GREGOR & Co.

SOLE AGENTS.

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

2351

FAIRALL & CO

NEW SPRING CLOTHS.

Washing Linens, Piques, Mattings,
Muslins, Lawns, etc.

A FINE ASSORTMENT OF

SUNSHADES and GLOVES

Much Below Usual Prices.

HOTEL BALTIMORE (LATE HOTEL AMERICA)

2, WYNDHAM STREET.
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED, AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf. Terms Reasonable. Apply to THE MANAGER. 1154

DISINFECTANTS! DISINFECTANTS!

NOW IS THE TIME TO USE THEM.

NESTOR FLUID

CHEAP AND RELIABLE

In 1 Gallon and 5 Gallon Tins.

SOLE AGENTS.

VICTORIA DISPENSARY.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906. 449

LEE LOONG & CO.,

FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL

(Next Door to H. PRICE & Co.)

ALL Kinds of FURNITURE, CARVED CANTON BLACKWOOD, CHINA AND JAPAN WARE, KROHNS UPHOLSTERY, etc., etc. AT MODERATE PRICES. 178

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

CLEARANCE SALE

OF

Ladies' and Gentlemen's Boots and Shoes.

Best Quality English Make.

BLACK AND BROWN. Also

Pumps, Court Shoes, Tennis Shoes,

AT A REDUCTION OF 20 PER CENT FOR CASH.

AQUARIUS

SPARKLING MINERAL TABLE WATER, Qu., Pin., & Spila.

SILENT WATER, Qu.

STONE GINGER BEER.

GINGER ALE.

LEMONADE.

PURE TREBLE DISTILLED WATER ONLY is used in the Manufacture of these Beverages and by those means A.P.O. LUTE PURITY IS GUARANTEED.

SOLE AGENTS:

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS.

14, QUEEN'S ROAD CENTRAL.

BRIDES MEASURED WERE MARRIED.

A Droll Wedding Contest in Scotland.

It is a very quaint matrimonial competition that prevails in the old-fashioned fishing and agricultural hamlet of St. Cyrus, on the north-east coast of Scotland.

It is an annual contest open only to brides, is judged and umpired by the parish minister in the parish church, and has to do entirely with age and stature. Four money prizes, of equal value, are awarded every year. There is one each for the youngest, the oldest, the shortest, and the tallest bride married during the course of the year in the parish church.

Candidates, if not resident in the parish, must take up residence there at least six weeks before the nuptial knot is tied.

The procedure followed is the essence of simplicity. At the close of the wedding ceremony the bride retires to the vestry in order to sign the marriage register, and to have her competitive qualifications ascertained. The "birth lines," as they are familiarly designated, show her age, but no documentary evidence of stature, however authoritatively attested, can be accepted. Proof must be forthcoming on the spot. For the purpose the candidate has to submit to an ordeal, the first part of which consists in removing her shoes. Then comes the undoing of her hair until the tresses, length permitting, hang loosely over the shoulders.

Thus temporarily bereft of part of her adornment, she steps on to the measuring stand provided for this special purpose, and always kept on the premises. Now comes the turn of the ceremony. The judge carefully weighs the sliding indicator, and in the gentlest possible manner, checksmate any suspicion of unduly manipulating the head and feet.

Measuring completed, the pastor enters the particulars in the brides' register. The entries close with the end of each year, and it is an interesting group that wends its way to the manse on the first week-day of the year to receive the dowries.

These marriages always take place on a Friday, on which occasion there is invariably a good turn-out of spectators, the union of a deaf-and-dumb couple having attracted a record attendance. The brides' register reveals some curious features. In one family three sisters and a brother's wife were successful in amassing the gift, and of two prize-taking sisters one was the tallest and the other the shortest. In another instance only half a day separated one of the lucky brides from the next in turn.

The present minister of the parish has officiated at these contests for the past twenty-one years, during which period the value of the dowries has averaged a trifle over £8 each.

The origin of this droll competition is decidedly interesting. One bachelorette winter day a wealthy local laird observed a young couple wedding their way to church to be "made one." Curious to know their circumstances, he made enquiries, and learnt that the mutual love of the ploughman and the ex-servant lass was their principal asset for setting up house. As a sequel the laird left at his death a legacy of £1,000, the interest of which he decreed was to be divided, annually for all time coming into five equal portions, four amongst brides, as already mentioned, and the fifth to provide calumny, tea, sugar, etc., for the poor of the parish.

This quaint custom, besides creating pleasurable excitement, does much material good to the humble participants. The fund, which is invested in Government Consols, at present stands at £1,153, and the last distribution—on Monday, the 1st January 1906—was the fifty-ninth.

SENSATIONAL BILE BEANS CURE.

LADY'S LIFE DESPAIRED OF.

CONSTIPATION'S RAVAGES ENDED.

CONSTIPATION, if neglected, often leads to stoppage of the bowels. Bile Beans cure constipation by stimulating the liver to natural action, and in this way they saved Miss Kate Miller, of Black 23, Great Chalmers Street, Birmingham, England, from a serious operation in the Queen's Hospital, and probably from death. Miss Palmer says:—"In my case constipation led to a stoppage of the bowels. I could not take nourishment, and consequently grew too feeble to work. Having taken my bed, I grew weaker and weaker. It was not until I should live. Indeed, the clergyman of the parish came to pray at my bedside, so near death was I. The doctor called in a physician, and it was said my only hope of life lay in an operation which might or might not be successful. I was taken to the Queen's Hospital, and prepared for operation, but at the last moment my parents stopped all the proceedings and had me taken back home. This was in consequence of what they had heard about the power of Bile Beans, and I was started upon a course immediately. From the first I improved, and back 23, for days my bowels were working normally. I gradually got stronger, and in a short time was back at work. Since then I have worked for twelve months, and have never had a trace of my old complaint. That speaks eloquently for the permanence of Bile Beans cure. I was so weak that I was taken to hospital for the operation that I believe I should never have lived through it.

The above sensational facts coming to the ears of a representative of a popular newspaper he at once investigated them. He found that, interesting as were the details given, there was no doubt as to their accuracy. Indeed, he discovered that the whole details had been embodied in a declaration and sworn to before Mr. J. Seymour Price, a Birmingham Commissioner for Oaths. There can be no doubt that this incident forms one of the most striking proof obtainable of the value of this most valuable specific. Bile Beans are also a cure for indigestion, piles, headache, female ailments, debility, flatulency, and all blood impurities. Of all chemists and medicine vendors, price 75 cents (Mex.) per bottle.

MIYAKO HOTEL.

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

CHAMPAGNE.

VEUVE CLICQUOT PONSARDIN

RHEIMS.

Maison fondée en 1783. WERLE et Cie, Succrs.

PURVEYOR TO HIS MAJESTY KING

EDWARD

AND TO

HIS ROYAL HIGHNESS THE PRINCE OF WALES.

CHINA EXPORT-IMPORT & BANK-CIE,

SOLE AGENTS FOR CHINA AND JAPAN.

2, CONNAUGHT ROAD, HONGKONG.

For Sale.

TO AMATEUR PHOTOGRAPHERS.

FOR SALE.

ENLARGING LANTERN: Gas and/or Oil; 8" Condenser, New. Several up-to-date CAMERAS, 7" by 5" etc. Property of Gentleman leaving the Colony. On View at A. HONG'S New Studio, Above WATSON'S DISPENSARY, Hongkong, March 14, 1906. 538

FOR SALE.

THE GOOD-WILL and STOCK-IN-TRADE of "TAI WO," Photographers, of No. 38, Queen's Road Central (Corner of D'Almeida Street and No. 39, Queen's Road Central). For further particulars, apply to YEE WO, Tailor, No. 38, Queen's Road Central, Hongkong, February 9, 1906. 420

FOR SALE.

AT THE PEAK. AN ELEVEN-ROOMED HOUSE, with Dressing, Bath and Lavatories; distant thirteen minutes by chair from the Tram; fitted with superior baths and with Hot and Cold Water; large Kitchen, Laundry and Servants' Quarters. Can be used as one dwelling or divided into two. For particulars and terms, apply to SHEWAN, TOMES & CO. Hongkong, March 7, 1906. 485

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Registrar, Supreme Court, to Sell by Public Auction, TO-MORROW (WEDNESDAY), the 21st March, 1906, commencing at 2.30 p.m., at No. 4, ST. JAMES'S ROAD, THE GOODS AND CHATELAIN OF CHAU TUNG SANG.

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, comprising: MARBLE TOP HAZARD with GLASS, CUT-GLASS MIRRORS, MOROCCO COVERED DINING ROOM SUITS, TEAKWOOD OVERMANTLES with GLASS, BOOK-CASES, WHITTON'S TEAKWOOD EXTENSION DINING TABLES, CHERRY-OAK DRAWERS, MARBLE TOP TABLES, TEAKWOOD, DOUBLES and SINGLE IRON BEDS, BEDS with WINE MATTRESSES, &c., &c., &c.

A Large Quantity of CHINESE BLACK-WOOD FURNITURE.

And on FRIDAY, the 23rd March, 1906, at 2.30 p.m., at "HENSSEN'S," THE GOODS AND CHATELAIN OF CHAU TUNG SANG.

BUILDERS AND IRONWORKERS BRASS WORK of SUPERIOR QUALITY, COMPREHENSIVE: BARREL, FLUSH and ESPAGNOLETTE BOLTS, CASSEMENT STAYS, CAINS, HOOKS, HINGES and BOLTS, REIN- and MORTISE LOCKS, FRIGER PLATES and ELECTRIC BELL PULLS, and GALVANIZED IRON WORK, COMPREHENSIVE: BARS, HINGES and BOLTS. Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, March 20, 1906. 567

PUBLIC AUCTION.

THE Undersigned have received instructions from the Registrar, Supreme Court, to Sell by Public Auction, THURSDAY, SATURDAY AND TUESDAY, the 22nd, 24th and 27th March, 1906, commencing each day at 2.30 p.m. sharp, respectively, at the SALES ROOMS, No. 8, DES VEAUX ROAD, Corner of Ice House Street, A FINE COLLECTION OF OLD PERKIN, OURIOR, comprising: KANGRI and YONG CHING VASES, BOWLS, WALL PLATES, TEA CUPS, BUFF BOTTLES, JARNS, EMBROIDERED AND ORNATEMENTS, &c., &c., &c.

A Quantity of BLACKWOOD FURNITURE, and One Iron Safe by Warraton, Paris. Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, March 15, 1906. 553

Auctions.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION. SALE OF VALUABLE LEASEHOLD PROPERTY.

MR GEO. P. LAMBERT has received instructions to Sell at his SALES ROOMS, in DUNDRELL STREET, on WEDNESDAY, the 28th day of MARCH, 1906, at 3 p.m. The following VALUABLE LEASEHOLD PROPERTY:—

LOT ONE.—ALL THAT piece or parcel of ground situate lying and being at Kowloon, in the Colony of Hongkong and intended to be registered in the Land Office as KOWLOON INLAND LOT No. 1098. Area 2,137.6 square feet or thereabouts. Annual Crown Rent \$28.00. On this Lot stand the three substantial messuages or tenements known as Nos. 28, 29 and 40, Reclamation Street, Mong Kok Tui.

LOT TWO.—ALL THAT piece or parcel of ground situate lying and being at Kowloon, in the Colony of Hongkong and intended to be registered in the Land Office as KOWLOON INLAND LOT No. 1100. Area 2,850 square feet or thereabouts. Annual Crown Rent \$38.00. On this Lot stand the five substantial messuages or tenements known as Nos. 36, 38, 40, 42 and 44, Station Street North, Mong Kok Tui.

LOT THREE.—ALL THAT piece or parcel of ground situate lying and being at Kowloon, in the Colony of Hongkong and intended to be registered in the Land Office as KOWLOON INLAND LOT No. 1100. Area 2,850 square feet or thereabouts. Annual Crown Rent \$38.00. On this Lot stand the five substantial messuages or tenements known as Nos. 42, 44, 46 and 48, Reclamation Street, Mong Kok Tui.

LOT FOUR.—ALL THAT piece or parcel of ground situate lying and being at Kowloon, in the Colony of Hongkong and intended to be registered in the Land Office as KOWLOON INLAND LOT No. 1173. Area 2,125.6 square feet or thereabouts. Annual Crown Rent \$100. This Lot is ripe for immediate development and is sold free from all restrictions as to building, Mong Kok Tui.

LOT FIVE.—ALL THAT piece or parcel of vacant ground situate lying and being at Kowloon, in the Colony of Hongkong and intended to be registered in the Land Office as KOWLOON INLAND LOT No. 1175. Area 5,700 square feet or thereabouts. Annual Crown Rent \$90.00. This Lot is ripe for immediate development and is sold free from all restrictions as to building, Mong Kok Tui.

LOT SIX.—ALL THAT piece or parcel of vacant ground situate lying and being at Kowloon, in the Colony of Hongkong and intended to be registered in the Land Office as KOWLOON INLAND LOT No. 1175. Area 5,700 square feet or thereabouts. Annual Crown Rent \$90.00. This Lot is ripe for immediate development and is sold free from all restrictions as to building, Mong Kok Tui.

LOT SEVEN.—ALL THAT piece or parcel of vacant ground situate lying and being at Kowloon, in the Colony of Hongkong and intended to be registered in the Land Office as KOWLOON INLAND LOT No. 1175. Area 5,700 square feet or thereabouts. Annual Crown Rent \$90.00. This Lot is ripe for immediate development and is sold free from all restrictions as to building, Mong Kok Tui.

LOT EIGHT.—ALL THAT piece or parcel of vacant ground situate lying and being at Kowloon, in the Colony of Hongkong and intended to be registered in the Land Office as KOWLOON INLAND LOT No. 1175. Area 5,700 square feet or thereabouts. Annual Crown Rent \$90.00. This Lot is ripe for immediate development and is sold free from all restrictions as to building, Mong Kok Tui.

LOT NINE.—ALL THAT piece or parcel of vacant ground situate lying and being at Kowloon, in the Colony of Hongkong and intended to be registered in the Land Office as KOWLOON INLAND LOT No. 1175. Area 5,700 square feet or thereabouts. Annual Crown Rent \$90.00. This Lot is ripe for immediate development and is sold free from all restrictions as to building, Mong Kok Tui.

LOT TEN.—ALL THAT piece or parcel of vacant ground situate lying and being at Kowloon, in the Colony of Hongkong and intended to be registered in the Land Office as KOWLOON INLAND LOT No. 1175. Area 5,700 square feet or thereabouts. Annual Crown Rent \$90.00. This Lot is ripe for immediate development and is sold free from all restrictions as to building, Mong Kok Tui.

LOT ELEVEN.—ALL THAT piece or parcel of vacant ground situate lying and being at Kowloon, in the Colony of Hongkong and intended to be registered in the Land Office as KOWLOON INLAND LOT No. 1175. Area 5,700 square feet or thereabouts. Annual Crown Rent \$90.00. This Lot is ripe for immediate development and is sold free from all restrictions as to building, Mong Kok Tui.

LOT TWELVE.—ALL THAT piece or parcel of vacant ground situate lying and being at Kowloon, in the Colony of Hongkong and intended to be registered in the Land Office as KOWLOON INLAND LOT No. 1175. Area 5,700 square feet or thereabouts. Annual Crown Rent \$90.00. This Lot is ripe for immediate development and is sold free from all restrictions as to building, Mong Kok Tui.

LOT THIRTEEN.—ALL THAT piece or parcel of vacant ground situate lying and being at Kowloon, in the Colony of Hongkong and intended to be registered in the Land Office as KOWLOON INLAND LOT No. 1175. Area 5,700 square feet or thereabouts. Annual Crown Rent \$90.00. This Lot is ripe for immediate development and is sold free from all restrictions as to building, Mong Kok Tui.

LOT FOURTEEN.—ALL THAT piece or parcel of vacant ground situate lying and being at Kowloon, in the Colony of Hongkong and intended to be registered in the Land Office as KOWLOON INLAND LOT No. 1175. Area 5,700 square feet or thereabouts. Annual Crown Rent \$90.00. This Lot is ripe for immediate development and is sold free from all restrictions as to building, Mong Kok Tui.

LOT FIFTEEN.—ALL THAT piece or parcel of vacant ground situate lying and being at Kowloon, in the Colony of Hongkong and intended to be registered in the Land Office as KOWLOON INLAND LOT No. 1175. Area 5,700 square feet or thereabouts. Annual Crown Rent \$90.00. This Lot is ripe for immediate development and is sold free from all restrictions as to building, Mong Kok Tui.

LOT SIXTEEN.—ALL THAT piece or parcel of vacant ground situate lying and being at Kowloon, in the Colony of Hongkong and intended to be registered in the Land Office as KOWLOON INLAND LOT No. 1175. Area 5,700 square feet or thereabouts. Annual Crown Rent \$90.00. This Lot is ripe for immediate development and is sold free from all restrictions as to building, Mong Kok Tui.

LOT SEVENTEEN.—ALL THAT piece or parcel of vacant ground situate lying and being at Kowloon, in the Colony of Hongkong and intended to be registered in the Land Office as KOWLOON INLAND LOT No. 1175. Area 5,700 square feet or thereabouts. Annual Crown Rent \$90.00. This Lot is ripe for immediate development and is sold free from all restrictions as to building, Mong Kok Tui.

LOT EIGHTEEN.—ALL THAT piece or parcel of vacant ground situate lying and being at Kowloon, in the Colony of Hongkong and intended to be registered in the Land Office as KOWLOON INLAND LOT No. 1175. Area 5,700 square feet or thereabouts. Annual Crown Rent \$90.00. This Lot is ripe for immediate development and is sold free from all restrictions as to building, Mong Kok Tui.

LOT NINETEEN.—ALL THAT piece or parcel of vacant ground situate lying and being at Kowloon, in the Colony of Hongkong and intended to be registered in the Land Office as KOWLOON INLAND LOT No. 1175. Area 5,700 square feet or thereabouts. Annual Crown Rent \$90.00. This Lot is ripe for immediate development and is sold free from all restrictions as to building, Mong Kok Tui.

LOT TWENTY.—ALL THAT piece or parcel of vacant ground situate lying and being at Kowloon, in the Colony of Hongkong and intended to be registered in the Land Office as KOWLOON INLAND LOT No. 1175. Area 5,700 square feet or thereabouts. Annual Crown Rent \$90.00. This Lot is ripe for immediate development and is sold free from all restrictions as to building, Mong Kok Tui.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on MONDAY, the 26th March, 1906, at Noon, at the Honkong and Kowloon Wharfs and Godowns, CHARTERED PREMISES, the following:—

W. Y. T. & Co. 1,767 Pieces ROUGH LUMBER. ex s.s. TELEMACHIUS, No. 24, D'AGUILAR STREET. W. Y. T. & Co. 2,733 Pieces ROUGH LUMBER. ex s.s. HUGHES & HOUGH, Auctioneers. Hongkong, March 9, 1906. 504

Contractors.

WING ON, CONTRACTOR AND HOUSEBUILDER, No. 24, D'AGUILAR STREET. CONTRACTOR TO H.B.M.'s Government, War Department and Admiralty, &c., &c. We keep always in stock a large supply of Building Materials at very reasonable Prices. 614

SHUN LEE & CO., SHIP'S CARPENTER, BOAT BUILDER, BLACK SMITH & CATERER. All kinds of Timber For Sale. No. 50, PRAYA WANGHAI, HONGKONG. O. CHUNG HEE, Manager. 592

KWONG FOOK CHEONG, SHIP'S CARPENTER, BOAT AND LAUNCH BUILDER, ENGINEER AND BOILER MAKER. HAS EVERY KIND OF TIMBER FOR SALE. 55, PRAYA EAST, HONGKONG. 591

HUNG SHING, BUILDING CONTRACTOR, 37, D'AGUILAR STREET. CONTRACTOR TO H.B.M.'s GOVERNMENT, &c., &c. 623

TYE & CO., GENERAL CONTRACTORS, CARPENTERS, PAINTERS, MAKERS OF HIGH-CLASS FURNITURE. HAVE STATED A LOCAL CARPENTER and MESSENGER SERVICE; Removals of Furniture, Delivery and Receiving of Goods, also, Undertakes to Ship or Discharge Cargo on Board. Our Prices are most reasonable. All Orders are neatly executed, guaranteed, and receive prompt attention. Communications please address to Mr. T. Y. TIE, No. 6, LEE YU STREET WEST. TELEPHONE No. 439. 1876

THE PO YICK OY, CONTRACTORS & HOUSEBUILDERS, No. 559, QUEEN'S ROAD, WANGHAI. CONTRACTORS TO H.B.M.'s War Department and Admiralty. We keep always in stock a Large Supply of Timber at Reasonable Prices. 337

YAU ON, HOUSEBUILDER AND CONTRACTOR, No. 40, HOLLYWOOD ROAD. CONTRACTOR TO THE Admiralty and Chinese Government. Matched Builder, and House Painter. Always in stock a large supply of Building Materials. 513

KENG TAK CHEONG, GENERAL CONTRACTOR, No. 26, D'AGUILAR STREET. CONTRACTOR TO THE War Department, &c., &c. Every Order promptly attended to. 1st Class Testimonials. Communications please address to Mr. T. KENG, 611

TUNG ON, CONTRACTOR AND BUILDER, No. 26, D'AGUILAR STREET. CONTRACTOR TO H.B.M.'s Government, &c., &c. Communications please address to Mr. Tan Sang. Also, every kind of Building Materials For Sale. 624

FIREMAN'S FUND INSURANCE CO. OF SAN FRANCISCO, CALIFORNIA. STATEMENT TO 31st DECEMBER, 1905.

Assets, Gold, \$5,858,220.37. Net Surplus, Gold, \$2,166,118.80. Income, Gold, \$3,470,787.53. FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates. SHEWAN, TOMES & CO. 562

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. TOTAL FUNDS AT 31st DECEMBER, 1904.

Authorized Capital, £3,000,000. Subscribed Capital, £2,750,000. Paid-up Capital, £287,500 0 0. Fire Funds, £3,001,268 12 9. Life & Annuity Funds, £3,478,693 7 0. Revenue Fire Branch, £217,161,998 19 9. Life & Annuity Branches, £2,066,713 1 8. 43,838,220 5 0.

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other. SHEWAN, TOMES & CO., Agents. 1857

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON. INCORPORATED A.D. 1851. MACHINE BRANCH.

THE Undersigned, having been appointed AGENTS for the above are prepared to accept Risks at Current Rates. ALEX. ROSS & CO. 1413

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	1700	12	8000	Comdr. Richard M. Harbord	Hongkong
Andromeda	cruiser, 1st class	11,000	16	16,500	Capt. R. N. Ommanney	Hongkong
Arcton	torpedo-boat destroyer	550	6	7000	Capt. R. H. Henniker-Heaton	On way home
Astrea	cruiser, 2nd class	4390	10	8000	Capt. L. G. Tinnell	On way home
Bonaventure	cruiser, 2nd class	4390	10	7000	Capt. H. H. Torless	Yangtze
Cadmus	alcoy	1070	6	1400	Comdr. Luard	Hongkong
Cherry	water tank and tug	890	—	800	—	Yangtze
Clio	ship	1070	6	1400	Comdr. H. D. Wilkin, D.S.O.	On way home
Des	torpedo-boat destroyer	550	6	7000	Comdr. H. E. Sullivan, R.N.	Yangtze
Diadem	cruiser, 1st class	11,000	16	16,500	Capt. H. W. Savory, R.N.	Hongkong
Erne	torpedo-boat destroyer	550	6	7000	Lieut. Comdr. R. H. Bather	On way home
Ettrich	torpedo-boat destroyer	550	6	7000	Lieut. Comdr. Lewis	Hongkong
Flora	torpedo-boat destroyer	550	6	7000	Lieut. Comdr. A. F. Byerett	Hongkong
Flora	torpedo-boat destroyer	550	6	7000	Lieut. Comdr. Stevenson	Shanghai
Flora	torpedo-boat destroyer	550	6	7000	Capt. Grant Dalton	Weihaiwei
Flora	torpedo-boat destroyer	550	6	7000	Lieut. Comdr. J. May	Hongkong
Flora	torpedo-boat destroyer	550	6	7000	Lieut. Comdr. Richards	Hongkong
Flora	torpedo-boat destroyer	550	6	7000	Capt. E. F. B. Charlton	Japan
Flora	torpedo-boat destroyer	550	6	7000	Lieut. Comdr. C. Seymour	On way home
Flora	torpedo-boat destroyer	550	6	7000	Lieut. Comdr. W. B. Darwall	Hongkong
Flora	torpedo-boat destroyer	550	6	7000	Capt. Cecil F. Thursby, R.N.	Yangtze
Flora	torpedo-boat destroyer	550	6	7000	Lt. Comdr. E. V. R. Dugmore	West River
Flora	torpedo-boat destroyer	550	6	7000	Lt. Comdr. F. B. Noble	Hongkong
Flora	torpedo-boat destroyer	550	6	7000	Lieut. Comdr. J. Kiddie	West River
Flora	torpedo-boat destroyer	550	6	7000	Comdr. C. E. Moore	Hongkong
Flora	torpedo-boat destroyer	550	6	7000	Lt. Com. R. E. Vaughan	Singapore
Flora	torpedo-boat destroyer	550	6	7000	Lt. Com. R. T. Atay	Yangtze
Flora	torpedo-boat destroyer	550	6	7000	Capt. G. H. H. Moore	Hongkong
Flora	torpedo-boat destroyer	550	6	7000	Lt. Comdr. Davidson	Hongkong
Flora	torpedo-boat destroyer	550	6	7000	Reserve	Hongkong
Flora	torpedo-boat destroyer	550	6	7000	Commodore Dicken	Hongkong
Flora	torpedo-boat destroyer	550	6	7000	Lt. Comdr. E. S. Searson	Hongkong
Flora	torpedo-boat destroyer	550	6	7000	Lieut. Comdr. A. Gregory	Hongkong
Flora	torpedo-boat destroyer	550	6	7000	Comdr. R. W. Giamlo	Hongkong
Flora	torpedo-boat destroyer	550	6	7000	Lieut. Com. C. E. L. Thomas	Hongkong
Flora	torpedo-boat destroyer	550	6	7000	Lt. Comdr. G. B. Spicer-Simon	Upper Yangtze
Flora	torpedo-boat destroyer	550	6	7000	Lieut. Com. G. W. Wrightson	Upper Yangtze
Flora	torpedo-boat destroyer	550	6	7000	Lieut. Com. Jno. F. Knox	Upper Yangtze

* Flag of Vice-Admiral Sir Gerard H. Noel, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Kaiser Franz Josef I Pathan	Austro-Hungarian cruiser Austro-Hungarian cruiser	4309 1350	19 12	6000	Capt. Ferdinand Babely Captain L. R. von Hoehn	Shanghai Swatow
Achéron	French armoured gunboat	1796	10	1700	Lieut. Ferret	Salgon
Argus	French gunboat	123	—	500	Lieut. Jeannel	Canton
Avalanche	French gunboat	140	5	150	—	Haiphong
Balaonette	French gunboat	—	—	150	—	Salgon
Caronde	French gunboat	140	5	150	Lieut. Hse	Salgon
Cassata	French gunboat	666	4	430	Lieut. M. du Vignaux	Salgon
Comete	French gunboat	645	10	1000	Lieut. E. Hosi	Gulf of Siam
Decidée	French gunboat	3945	14	5500	Comdr. Amet	Haiphong
Descartes	French cruiser	4000	31	9500	Comdr. Amet	Bala d'Along
D'Assas	French cruiser	10,014	38	20,000	Commander Allaire	Along Bay
Dupetit-Thouars	French armoured cruiser	308	—	—	Lieut. Mere	Salgon
Eclat	French gunboat	308	7	6300	Lieut. Otoni	Haiphong
Esperance	French destroyer	350	7	320	Lieut. A. B. J.	Haiphong
Fronde	French destroyer	976	28	20,200	Captain Ridoix	Haiphong
Gueydon	French cruiser	9700	—	—	—	Salgon
Gluchen	French cruiser	—	—	—	Lieut. Porter	Haiphong
Henri Riviere	French gunboat	200	6	308	Lieut. Corleone	Haiphong
Jacquin	French gunboat	307	7	300	Comdr. Sagot-Duvaux	Haiphong
Javelin	French destroyer	1250	6	2200	Commander Simon	Salgon
Kersant	French cruiser	—	—	—	Lieut. Armstrong	Salgon
Lyons	French sub-marine	9700	19	18,600	Capt. Marcel	Shanghai
*Montalm	French cruiser	307	6	800	Lieut. Fra	Bala d'Along
Mosquet	French destroyer	—	—	—	Capt. Grellier	Chungking
Otry	French gunboat	—	—	—	Lieut. Laviers	Tongha
Pelbo	French gunboat	350	7	300	Lieut. de Kelnach Worth	Bala d'Along
Pistolet	French torpedo-boat	9487	8	9071	Lieut. Bessier	Salgon
Portier	French sub-marine	—	—	—	—	Salgon
Redoutable	French battleship	1796	10	1700	Lieut. Lehall	Haiphong
Sabre	French destroyer	629	2	800	Capt. Dupries	Salgon
Stylx	French gunboat	250	6	—	Lieut. Roque	Bala d'Along
Surprise	French gunboat	6150	23	4860	Capt. Terguem	Yangtze
Talking	French gunboat	123	7	500	Lieut. Bregon	Hongay
Takou	French destroyer	11,000	38	14,000	Captain Wilken	Hongkong
Vandal	German flagships	6230	34	10,000	Capt. Weber	Tientsin
Vigilante	German cruiser	1000	10	1300	Comdr. Baron von M. Hüllessem	Amoy
Fürst Bismarck	German cruiser	900	10	1300	Comdr. Kloebe	Shanghai
Hansa	German gunboat	850	10	1344	Comdr. Liang	Hongkong
Ilus	German gunboat	1009	8	875	Comdr. Lohberg	Tientsin
Jaguar	German gunboat	—	—	—	Capt. Lieut. Wing-Müller	Tientsin
Luchs	German torpedo-boat	—	—	—	Capt. Lieut. Walter	Tientsin
Möwe	German torpedo-boat	900	10	1300	Comdr. Delmink	Hankow
S. 90	German gunboat	170	5	1300	Capt. Lieut. Globes	Canton
Taku	German gunboat	—	3	500	Capt. Lieut. von Balow	Yangtze Riv
Tiger	German gunboat	—	3	500	Capt. Lieut. Exbort	Yangtze Riv
Tientsin	German gunboat	2300	10	7471	Captain Borek Ricci	Shanghai
Vaterland	German gunboat	3800	—	—	Captain Presbitero	Shanghai
Vorwärts	German gunboat	2498	29	7000	Capt. Pascoetto	Shanghai
Elba	Italian cruiser	1880	14	4000	Captain d'Antas Ribeiro	Macao
Marco Polo	Italian cruiser	720	20	—	Captain Continho	Macao
Fuglia	Italian cruiser	3315	20	6000	Capt. Manuel Vasco de Carvalho	Macao
Adamaster	Portuguese cruiser	3768	23	7500	Capt. Dyer	Cavite
Din	Portuguese gunboat	1000	13	1227	Capt. Robres	Shanghai
Vasco de Gama	Portuguese gunboat	4020	7	8000	Lieut. Woodward	Hongkong
Albany	U. S. cruiser	4600	—	—	Capt. Sargeant	Manila
Annapolis	U. S. gunboat	420	7	8000	Lieut. Irwin	Hongkong
Bainbridge	U. S. torpedo-boat destroyer	208	10	600	Lieut. Dismakes	Hongkong
Baltimore	U. S. cruiser	420	10	8000	Capt. E. B. Jessop	Manila
Callie	U. S. gunboat	3913	19	7500	Comdr. Hugo Osterhaus	Wacorm
Chanancy	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Gannell	Manila
Cincinnati	U. S. cruiser	420	7	8000	Lieut. A. W. Knox	Manila
Dale	U. S. torpedo-boat destroyer	560	10	6000	Ed-Comdr. J. Hood	Shanghai
Decatur	U. S. gunboat	1392	8	1988	Comdr. P. E. Santer	Manila
Eleano	U. S. gunboat	3980	6	3800	Captain Mahan	Hongkong
Helena	U. S. monitor	4054	4	5244	Capt. J. B. Milburn	Manila
Monmouth	U. S. monitor	3437	20	7500	Commander G. B. Harbo	Manila
Monterey	U. S. cruiser	12,000	—	—	Captain Logan	Manila
New Orleans	U. S. battleship	10,288	45	11,111	Captain Marshall	Manila
Ohio	U. S. cruiser	201	3	250	Ensign J. K. Bass	Cavite
Oregon	U. S. gunboat	201	3	250	Capt. Bennett	Cavite
Panama	U. S. gunboat	4000	14	7500	Capt. Corvis	Manila
Langley	U. S. cruiser	3213	13	6913	Capt. F. F. Fletcher	Manila
Rathbone	U. S. cruiser	4008	27	9313	Captain Vary	Manila
Raleigh	U. S. cruiser	1000	13	1113	Commander Marshall	Shanghai
San Francisco	U. S. cruiser	247	3	500	Lieut. H. A. Wiley	Shanghai
Vicksburg	U. S. gunboat	1397	6	1894	Commander A. W. Dodd	Manila
Willamette	U. S. gunboat	12,000	60	12,000	Captain Drake	Manila

DRINK - - -

THE ONLY GENUINE

'TANSAN'

WHICH BEARS THE NAME OF

J. CLIFFORD-WILKINSON.

BEWARE OF SPURIOUS
IMITATIONSwhich are unpalatable and sometimes
dangerous.

Per Case of 48 Pints	\$8.50
Per Dozen Pints	\$1.70
Per Case of 100 Splits	\$8.00
Per Dozen Splits	\$1.10

TANSAN
GINGER ALE.

Experts Testify That

TANSAN
MAKES THE MOST
WHOLESALE AND
PALATABLE

GINGER ALE

IN THE WORLD.

PER CASE 48 PINTS	\$7.75
PER DOZEN PINTS	1.95
PER CASE 50 SPLITS	5.25
PER DOZEN SPLITS	1.30

SAMPLES ON APPLICATION.

SOLE AGENTS:

H. PRICE & CO.,

Wine and Spirit Merchants,

12, QUEEN'S ROAD CENTRAL.

POWELL'S

Gentlemen's
Department

28, QUEEN'S ROAD.

SPECIAL VALUE

DRESS
SHIRTS

\$3.50 each; \$20.00 1/2 Doz.

Made in Londonderry, of
beautifully Soft Long-
cloth, with pure Irish
Linen Front and Cuffs.

PERFECT

FITTING

THE MOST COMFORTABLE
SHIRT PROCURABLE.

POWELL'S

(Opposite the Clock Tower)

QUEEN'S ROAD,

HONGKONG.

The SAVOY,

LIMITED.

SPRING

OPENING.

WEDNESDAY,
14th instant.MILLINERY,
FLOWERS

Sun Shades

Dress

Materials,

&c., &c., &c.

THE SAVOY, Ltd.,

Queen's Road
Central

TO SMOKERS.

It is a well-known fact, admitted by the
EGYPTIAN CIGARETTE MANU-
FACTURERS themselves, that Cigarettes
imported from Egypt are made from
TURKISH TOBACCO, which is subject
to a heavy Import Duty in Egypt. Hong-
kong being a Free Port tobacco can be
imported free of duty.

Two Good Reasons why it is advan-
tageous to Smoke
Egyptian Cigarettes.

1.—Cheapness of my Cigarettes compared
to imported cigarettes, owing to tobacco
being admitted duty-free into Hongkong,
and that you are buying direct from the
Manufacturer, doing away with middlemen's
profits.

2.—Freshness of my Cigarettes, as they
are made daily for each day's consumption,
which makes it impossible to have an old
stock of Cigarettes, as is very likely with
imported Cigarettes.

The following is a list of my Cigarettes
made from the Best Turkish Tobacco at
from 40% to 60% cheaper than imported
cigarettes of equal quality.

NAME	SIZE	ACCORD TO BOXES OF	PRICE PER 100
Great Britain...large	50	50	\$4.50
Yenus...large	50 & 100	3.00	
Hongkong Club (Cork tipped)...large	50 & 100	3.00	
Admiral...medium	100	2.50	
Princess...gold tipped (ladies)...small	100	2.00	
Flora de Oriente (ladies)...small	100	2.00	
Military (gold tipped)...medium	100	2.00	
Germania...medium	100	1.80	
Paris...small	100	1.50	
The Peak Trans- way...medium	100	1.50	
Emperor of China (gold tipped)...medium	100	1.20	
Luikano...medium	100	1.80	

We also make cheap cigarettes of second-
grade Turkish Tobacco at \$8.00 per 1000.
Minimum Quantity sold—1,000
To Messrs, Clubs, Hotels and all large
Buyers, Special Terms are allowed.

T. E. P. SPYROPULOS,

9, Beaconsfield Arcade,
(OPPOSITE THEATRE ROYAL)

S. MOUTRIE & Co.,

LIMITED.

DURING THE PAST 11 YEARS HAVE
MANUFACTURED OVER

700 PIANOS

UNRIVALED FOR EXCELLENCE
OF TONE AND DURABILITY.

PRICES:

\$240	\$340
\$375	\$420
\$460.	

All of our Pianos have solid Teak Cases,
complete Iron Frames and the best
actions procurable for this climate, with
under dampers actions. We have had 31
years experience in China, and therefore
know how to make

A GOOD PIANO.

S. MOUTRIE & Co., Ltd.,
YORK BUILDINGS, CHATER ROAD
Hongkong, March 1, 1906.

ESTABLISHED A.D. 1841.

A. S. WATSON
& Co., Ltd.

WINE & SPIRIT MERCHANTS.

SCOTCH WHISKY.

WATSON'S

Celebrated



VERY OLD LIQUEUR

SCOTCH

WHISKY.

A blend of the finest WHISKIES
distilled in SCOTLANDOF GREAT AGE,
MELLOW AND FINE
FLAVOUR.Pronounced by Connoisseurs to be the
BEST WHISKY in the FAR EAST.

Per Dozen \$16.50.

The following are also recom-
mended, and are unsurpassed in
quality and price:—

Per Doz.

A.—Thorne's Blend ...\$12.00

B.—Glenorchy, Mellow

Blend, a fine 'Soda

Whisky of great age 12.00

C.—Aberlour-Glenlivet 13 50

D.—H.K.D. Blend of

the Finest Old Malt

Scotch Whiskies ... 16.00

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS

MEMOS. FOR TO-MORROW.

Auction.

2.30 p.m.—Auction of Household Furni-
ture, at No. 4, Seymour Road.

Amusements.

9 p.m.—Performance at City Hall.

Miscellaneous.

Goods per Maritz & Co. undelivered
after this date subject to rent.

General Memoranda.

THURSDAY, March 22:—

11.30 a.m.—Meeting of Green Island
Committee, Ltd., at Co.'s Office.Noon.—Meeting of China-Borneo, Co.,
Ltd., at Co.'s Office.Noon.—Auction of R. & L. Lumber from
ex. s. s. 'Oman', &c., at the Hongkong &
Kowloon Wharf & Godown Co.'s
Premises.

MONDAY, March 26:—

2.30 p.m.—Meeting of His Majesty's
Justices of Peace at Magistrate's
Court, at 4 p.m.

on this date subject to rent.

TUESDAY, March 27:—

2.45 p.m.—Auction of Household Furni-
ture, at No. 3, Gransly Villa, Gransly
Road.Goods per Benlister, undelivered after
this date subject to rent.Goods per Armand Behin undelivered after
this date at Noon will be subject to
rent and landing charges.

WEDNESDAY, March 28:—

3 p.m.—Auction of Household Property,
at Mr Geo. P. Lamont's Sales Room.

SATURDAY, March 31:—

Noon.—Meeting of Luzon Sugar Refining
Co., Ltd., at General Agent's Office.Noon.—Meeting of Campbell, Moore &
Co., Ltd., at Co.'s Office.Transfer Books & Register of Members
of The National Bank of China, Ltd.,
close from this date to 14th April in
clusive.

SATURDAY, March 7:—

8 p.m.—Annual Dinner of Devonian
Society, at Hongkong Hotel.

SATURDAY, April 14:—

Noon.—Meeting of National Bank of
China, Ltd., at Co.'s Premises.

The China Mail.

HONGKONG, TUESDAY MARCH 20, 1906

THE FRENCH FLEET.

ACCORDING to arrangement the French
fleet was to arrive at Hongkong to-day
to pay the return visit rendered obli-
gatory by the recent courtesy visit paid by
Admiral Noel to Saigon. It is to be
hoped that the welcome given to the
French Admiral and his officers and
men will be worthy of the port. Great
Britain is happily at peace with the
world, and she could receive without
heartburning or embarrassment the fleet
of any nation. But with two countries
her relations are peculiarly friendly.
With Japan she has contracted a for-
mal alliance which involves, in certain
contingencies, a combination of the
huge fighting material of the two
countries. With France no formal
alliance has been made nor is it prob-
able that any will be concluded for
many years to come. But the in-
tangible something which we attempt
to define as an "understanding" has
almost the force of an alliance. The
understanding between France and
Great Britain was never better than it
is to-day. Visits between the fleets,
municipal and other bodies, of the two
countries have done a great deal in the
direction of clearing away the mis-
apprehensions which were inevitable
when the people could only get into
touch with each other through
prejudiced channels of communication.
As the years go by it is to be hoped
that the nations will more and more
appreciate the wisdom of sending their
representatives to visit the possessions
of other powers. It they do so they
will discover, as the French and British
have discovered, that the foreigner has
more good points than were suspected
and that his bad ones have been grossly
overdrawn. Reverting to the visit of
our French friends it is a particularly
happy coincidence that, almost
simultaneously, the training squadron
of our Japanese ally arrives from
Shanghai. Should the fleets be in
harbour together a charming picture of
international friendship will be present-
ed in a framing that could hardly be
surpassed in the world. Hongkong
always has a welcome for the fleets of
other powers but she may, not un-
naturally, express the sentiment in a

particularly warm manner towards the
two which will grace her harbour this
week.

It is the tritest of trite that a
certain amount of uneasiness attaches
to wearing a crown. "If only I were
a king" sighs the man harassed with
the little worries incidental to life.
Perhaps, for all he knows to the con-
trary, he is better off as he is. One of
the inconveniences incidental to be-
longing to the Royal caste is the great
difficulty in securing privacy. Royal
duties have invariably to be on the out-
look for snap-shooters in ambush and
at times the interper which the public
takes in their movements becomes
oppressive. Quite recently when King
Edward was at a continental watering
place he was almost driven to distraction
by the curious crowd. They were
perfectly friendly, indeed most cordial,
but they obstructed the King's walks
and followed him in scores wherever
he went. The click of photographic
shutters maddened him whenever he
sat down to rest and at last the annoy-
ance became so unbearable that an
appeal had to be made to the authori-
ties. When Princess Ena was staying
with her mother, the Princess Henry
of Battenberg, in an hotel in the Rue
de la Paix, Paris, she was so beset
with tradespeople who wished to sup-
ply clothing and jewellery for her
trousseau that she decided to leave
Paris and reside at Versailles during
the remainder of her stay in France.
The royal ladies' footsteps were dogged
by the agents of every large firm in Paris.
There were at least fifteen milliners
who had supplied the ex-Empress
Eugenie; the tailor who had been "so
successful" with the Duchess of Con-
naught; the outfitter who had made
all the young Queen of Holland's lin-
gerie, and scores of others.

There are but few places in the world
where modern inventions have not
penetrated. In the days of our boyhood
the unsophisticated, savage used—in
books of adventure—to be stricken with
terrible astonishment when a war match
was struck. Now, if he heard a
phonograph churning out a music hall
ditty he would probably look rather
bored and intimate that he preferred
Wagner. Fiji, however, was until quite
recently in the happy condition of being
able to experience a new thrill. An
article in the January *Badminton*
Magazine, making mention of the experi-
ences of Mr and Mrs Gliddon during
their motoring tour round the world,
tells of the astonishment which their car
caused to the Fijians. Mr and Mrs
Gliddon visited Fiji on their way from
the United States to New Zealand,
Australia, and Java. "The king," says
the writer, "had never seen a motor-car,
except on paper. His first question to
Mr Gliddon was, Will it go sixty miles
an hour?" The people screeched them-
selves wild with joy over it, and named
it "The Father of all Devils," "The Boat
of the Land," and "The God of Fire."
Every two or three days they seemed to
be ready with a new name—never feeling
quite satisfied with the last. They all
wanted to ride in the car, and even
offered as much as a shilling to pay for
this privilege. The mystery of its
 motive-power appealed strongly to them.
They would be down and look under-
neath for a long time without moving,
and it appears that inspectors under
the Licensing Act are also subjects
for its hilarity. Whether the plea of
going there on Sunday to propose
would avail married men seems doubt-
ful. They, however, are at a disad-
vantage everywhere, and if the
Licensing Act penalises matrimony,
it is only doing what the rest of our
legislation does in one way or another.

But the thrifty bachelor seems to
have found a legal way into the hotel,
as the plea of being a pilgrim to the
shrine of matrimony should hold good,
even where she is not a widow,
because the fellow who could show
that he had dropped in to make the
barnyard ought also to have an equally
lawful excuse. And surely that young
lady is still to be allowed the right of
rejecting the first or second or third
fellow who sues for her hand, and not
marrying till she pleases. She cannot
help it, if suitors will troop in by

The financial returns for the year
1905 are published in the last issue of
the *Government Gazette*. The total
receipts, including Land Sales, amounts
to \$6,918,403.85, being \$280,207.15
less than estimated; expenditure
totalled \$6,951,275.26, \$223,916.74
less than the estimates. The
estimates anticipated an increase of
\$23,419, but the results of the collec-
tions and payment for the year has
not fulfilled expectations, for the ex-
penditure exceeds the receipts by
\$32,471.41. His Excellency the
Governor, in his budget speech deliv-
ered on September 7, drew attention to
this and anticipated that there would
be a deficiency of \$78,760, but that,
from the causes which he explained in
full then, the year 1906 would be
commenced with a credit balance of
\$331,962. This latter, however, has been
exceeded, for the balance at credit, not
including Arrears of Revenue and Over-
payment (amounting to \$330,711.15)
stands at \$441,495.66. Therefore de-
spite the excess of expenditure over
revenue we are actually better off than
we were at the commencement of the
year.

For freaks in legislation one wants
to go to the Commonwealth. The
various States have passed many choice
samples of legislative art, but New
South Wales has got off the latest—an
act prohibiting the sale of liquor in
hotels on a Sunday to anyone who is
not a resident. So arbitrary is the
act that persons not having the audacity
to enter an hotel for a meal, and as one
paper puts it, the opening in the State
is now for the genius who can patent
a workable excuse that can be used
by anyone found in an hotel during
prohibited hours. Most of the
stories so far invented have been of
the simplest description, and those
who innocently put faith in them left
the court sadder, wiser, and poorer
men. One man, a Sydney paper
declares, pleaded that he had come at
dead of night to deliver a letter to the
landlord from somebody in New
Zealand. How he got the message
did not transpire, nor did the Court
seem curious to know, as, without
going into that question, it imposed a
fine, which should teach him, under
similar circumstances in the future, to
restrain his postal impetuosity till
daylight anyway. Another fellow
tried to get off the yarn that he went
there to help to lift the publican into
bed; but the Court took no stock in
Samaritanism of that kind either, and
gave him the option of paying up or
taking it out. The same fate befell
the fatuous person who asked the
Court to believe that he thought he
saw smoke issuing from the bar, and
went in to make sure that there was
no fire there. He asked for a drink of
water, and was given spirits by mis-
take, only finding it out when he
thought that the lamp-post was trying
to shove him down. The only feasible
idea yet evolved is that of the man
who explained that he went to the
hotel on Sunday to court the landlady,
who was a widow. This, the gallant
Bench held to be a lawful excuse, and
the case was chivalrously dismissed.
There is an alliterative proverb which
says that "love laughs at lookalikes,"
and it appears that inspectors under
the Licensing Act are also subjects
for its hilarity. Whether the plea of
going there on Sunday to propose
would avail married men seems doubt-
ful. They, however, are at a disad-
vantage everywhere, and if the
Licensing Act penalises matrimony,
it is only doing what the rest of our
legislation does in one way or another.

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barnyard ought also to have an equally
lawful excuse. And surely that young
lady is still to be allowed the right of
rejecting the first or second or third
fellow who sues for her hand, and not
marrying till she pleases. She cannot
help it, if suitors will troop in by

dozens on Sunday to seek her hand,
as they did to the maiden who dreamt
she dwelt in marble halls, and the Act
places her under no legal obligation
to marry just for the sake of depriving
them of that excuse.

LOCAL AND COAST NEWS.

From the 1st April local and inland
letter postage in Siam will be doubled.

There were 271 European and 133
Chinese visitors to the City Hall Library,
and 113 European and 3,892 Chinese
visitors to the Museum during the week
ended March 18th.

According to a Peking telegram to a
native paper the Chinese Minister in Italy
has written to Peking protesting against
the proposal to give China constitutional
Government.

The Bandmann Opera Company
returned to-day from Manila per s.s.
"Zafiro" and are playing to-night the
great Gaiety Theatre, London, success,
"The Spring Chicken," as will be seen,
on referring to their advertisement on the
back page, where also their other engage-
ments may be learnt.

Japanese Built Submarines.

Two submarine torpedo boats which
have been under construction at the Kawa-
saki Dockyard, Japan, were recently launch-
ed and have undergone their trial trips with
entire success. They will shortly take
their place in the Navy.

The Late Wai Wo Bank.

The Wai Wo Bank of Hongkong,
which went bankrupt during the financial
crisis last year was a debtor to the Inter-
national Bank to which, a Canton native paper
says, it owes an immense sum of money.
Through the representation of the American
Consul the Nam Hoi Magistrate was or-
dered by the Viceroy to bring before the
Court the partners of the Wai Wo Bank,
who were natives of the Nam Hoi District.
It is reported that after realising the
properties of the parties concerned the
indebtedness was reduced but was by no
means wiped out. The partners Wong Lam
and Li are still at large.

CHINA AND THE JAPAN
FAMINE.

Thanks from the Mikado.

According to a telegram it is a native
paper the Emperor of Japan, has wired to
Peking thanking the Emperor of China, on
behalf of the Japanese in the famine
stricken provinces, for the donation of
\$100,000 recently forwarded from the
Imperial Palace at Peking.

STEAMERS DELAYED BY FOG.

French Homeward Mail Late.

The fog in which the harbour was still
enveloped to day caused a great deal of
inconvenience and delay to steamers, and
many vessels were kept outside waiting for
better weather before attempting the pas-
sage into the harbour.

Amongst these, it is believed to be the
French Mail steamer "Oceanien," which
is about two days overdue from the North.
No definite information is to hand
regarding her but she is reported to have
been tied up outside since yesterday after-
noon. Several other steamers are believed
to be similarly delayed amongst which are
the "China," and the Manila steamer
"Zafiro."

On making inquiries just before going to
press we learned that the "China,"
"Zafiro," "Oceanien" and another steamer
are safely at anchor at Wagon, waiting an
opportunity to get in through the fog.

The French mail steamer from Europe,
as "Armand Behin" arrived about 11
minutes after having been delayed outside.

The French mail steamer "Oceanien"
from the north arrived during the after-
noon, after spending about 36 hours outside
in the fog.

The "Zafiro" arrived about one-thirty
p.m. from Manila. This vessel also has
been lying off Wagon for some consider-
able time.

Railway construction is proceeding
with much activity in Burma just now and
one of the most important routes at this
kind now in hand is the Pegu-Maraban
line whose terminus is at the bank of the
Salween river opposite to the north end
of Moulmein. There is also talk of a
railway from this latter place south to Yeh.

Tanaka and greatly in destroying beauty, as
they soon bring wrinkles to the face.
Women who weep frequently lose their
good looks very early. A smiling face and
a cheerful, happy temper are the best pre-
servatives of beauty known.

STEARNS' WINE OF COD LIVER OIL.

It is an honest remedy put out on honest
principles. Those who know it best are
loofest in its praise. A tonic and recon-
structor rare merit, delightful to take.

TANZANIA LIVE, ON AN AVERAGE, ABOUT TWO-
THIRDS AS LONG AS FARMERS.

CHAMBERLAIN'S COUGH REMEDY

AIDS ON NATURE'S PLAN.

THE most successful modicum are those
that aid nature. Chamberlain's Cough
Remedy acts on this plan. Take it when
you have a cold and it will allay the cough,
relieve the lungs, aid expectation, open
the secretions and aid nature in restoring
the system to a healthy condition. Sold by
all chemists and druggists.

TUESDAY, MARCH 20, 1906.

BY TELEGRAPH.

ROYALTY IN AFRICA.

DUKE OF CONNAUGHT'S TOUR.

Arrival at the Great Lakes.

(Exclusive Service, supplied by Reuters, via Bombay).

LONDON, March 19.

The Duke of Connaught has safely reached Kisumu, on the shore of Lake Victoria Nyanza.

Upon arrival the party met with a cordial reception from the native tribes.

A troop of one hundred warriors, in war attire, were drawn up at the entrance to Kisumu in honour of the Duke and party.

CHINESE ON THE RAND.

CHAMBERLAIN AND CHURCHILL.

An Inconsistent Government.

(Exclusive Service, supplied by Reuters, via Bombay).

LONDON, March 19.

Mr. Joseph Chamberlain, in a letter to the Times, in reply to Mr. Winston Churchill, accuses the Government of inconsistency regarding the question of Chinese labour in the Transvaal.

Any attempt to veto the decision of the Transvaal Government in connection with the matter, would, wrote Mr. Chamberlain, be likely to lead to serious conflict.

(REUTERS SERVICE.)

THE RAJAH OF SARAWAK.

LONDON, March 18.

The Rajah of Sarawak has started for Sarawak.

THE STRIKE IN FRANCE.

Right to Strike Recognised.

LONDON, March 18.

M. Clemenceau has arrived at Lens and addressed the strikers. He said that he reported the right of strike, and would send no troops as long as the strikers remained orderly.

THE GERMAN EMPIRE.

The Census.

LONDON, March 18.

The census of the German Empire shows a population of 60,005,183.

THE MOROCCO CONFERENCE.

A Deadlock.

LONDON, March 18.

The conference at Algiers continues at a complete standstill. The Swiss authorities are greatly annoyed at the Austro-German proposals to appoint a Swiss Inspector of police without consulting the Federation.

CHANGES IN THE FLEET.

Another batch of changes are to be made in the vessels composing the China Fleet within the next month.

The recently arrived cruiser "King Alfred" is now the flag ship of the station under Vice Admiral Moore, who has taken over the command of the station.

The "Donagel," "Kent" and "Monmouth" are also expected here to take the places of the cruisers which recently left for home. They are of the County class and are three funnelled, being of slightly less aggregate tonnage than the four vessels which they replace.

The torpedo repair vessel "Hecula," which came out with the River class of destroyers about a year ago, is also leaving the station. Owing to the destroyers having been replaced by the river gunboats here her services are no longer required.

The "Rambler" is reported to be about to go out of commission. H. M. S. "Diadem" will probably visit Hongkong again shortly, and after a short stay here leave for England. Admiral Noel leaves the vessel in Japan and proceeds to England via America.

H. M. S. "Hogue" did not go home direct from Singapore, but via Bombay and the Persian Gulf. This is merely making an ordinary periodical visit to the Persian Gulf to show the flag, and not connected with any expectation of trouble.

STEARN'S HEADACHE CURE, can be obtained from all dispensaries (quickly by post). Gives instant relief. Avoid imitations. Keep the Genuine.

LEGISLATIVE COUNCIL CHANGE.

Mr Edward Osborne succeeds Mr Stewart.

The public will be pleased to know that Mr Edward Osborne, Secretary of the Hongkong and Kowloon Wharf and Godown Company, succeeds the Hon. Mr. Gershom Stewart temporarily in the Legislative Council.

The Hon. Mr. Gershom Stewart goes away on leave shortly, and His Excellency Sir Matthew Nathan has asked Mr Osborne to succeed him in the Council until his return.

The public are to be congratulated upon having such an able man as Mr Osborne to succeed Mr Stewart, and they can rest assured that the considerable business acumen that he possesses will be utilised for the public good whilst he is in the Chamber.

CHINA UNITED SERVICE RIFLE ASSOCIATION.

Yesterday at Stonecutters Island the first prize meeting of this Association opened with the rifle championship series. The highest scores were—

Major W. Chilly, 119th Infantry...	31
Captain Kitson, R.W.K.	31
Captain J. D'Oyley, 119th Infantry...	30
Staff Sgt. F. Moore, R.E.	29
Lieut. Col. Aiken 119th Infantry...	23
600 YARDS.	
Captain J. D'Oyley...	32
Staff Sgt. J. Bogg, A.S.C.	31
Lieut. Belgrave, R.W.K.	31
Spr. Widdowson, R.E.	30
Staff Sgt. G. Bush, R.E.	30

CHARGE AGAINST A CONSTABLE.

Police Disclosures.

The hearing was continued, at the Magistrate's, this afternoon, before Mr F. A. Hazeland, of the charge of assault brought against Police Constable Taylor by J. Cree, foreman at Quarry Bay.

Mr P. W. Goldring prosecuted and Mr C. E. H. Beavis appeared for the defence. Mr Beavis in opening the defence said that Taylor, who had been in the force for about 12 months, was on duty at Ship Street on the night and morning in question, March 1 and 2. About 1.30 a.m. he found a crowd of soldiers and sailors at the corner of Ship Street (not an unusual sight) and saw the complainant (Cree) lying down in the middle of them on the roadway. Defendant picked him up and asked him what was the matter and Cree replied, never mind, and told him to mind his own business. Constable Grant then came up and he and Constable Taylor (the defendant) placed Cree in a rickshaw to send him home as he was drunk. The coolie took him to the police station and when Taylor and Grant returned, from duty they found Cree sitting in the charge room in a chair. Taylor asked him if he should wash his face for him as he was very dirty but Cree refused and left the station and afterwards brought the charge of assault. The evidence for the prosecution relied largely on the statement made by Constable Grant. He would bring witnesses forward to show that this was untrue and that Grant, who had said he did not see Cree after placing him in the rickshaw, returned to the police station with Taylor and saw him there. He should also be able to prove that Constable Grant was intoxicated the night in question and that he was taken by defendant from one of the houses in Ship Street to the police station so that he should not be reported for being late. This evidence was not being brought forward to injure Grant but in justice to his client.

Constable Bynes deposed that on the morning of March 2 Constable Grant came into his room and spoke to him. He considered he was drunk at the time as he talked for about five minutes but witness could not understand what he was talking about. He, Grant, and Taylor were subsequently talking about things generally and it was mentioned that Cree was going to summons Taylor for assault. Grant then said that Taylor did not assault him. Witness remarked that Cree was a quarrelsome man and that Taylor need not be afraid of him. Grant then seemed annoyed and said "I tell you Taylor did not assault him."

Chinese Constable Lo Fat also deposed that he saw Constable Grant on the morning in question and that he was a little drunk.

Chan Look, a woman living at No. 2, Ship Street, said that on the morning in question Constable Grant came to her house and went upstairs to lie down on a bed. He appeared to be drunk and went to sleep, remaining there until defendant came and woke him up.

His Worship said he would consider the evidence and give his decision on Saturday next.

PINEAPPLES are sometimes so plentiful in Natal that they are not worth carrying to market, and consequently are used as food for pigs.

The French angler uses with much success a tiny mirror attached to the line near the baited hook. The idea is that the fish, seeing itself reflected, hastens to snatch the bait from its supposed rival.

MANY a person's life is rendered miserable by distressing weakness that can be quickly cured by the use of a good blood builder and tonic—such as Stearn's Wine of Cod Liver Oil. This remarkable remedy produces wonderful results.

By applying an antiseptic dressing to wounds, bruises and like injuries before inflammation sets in, they may be healed without maturation and in about one-third the time required by the usual treatment. Chamberlain's Pain Balm is an antiseptic and when applied to such injuries, causes them to heal very quickly. It also allays the pain and soreness and prevents any danger of blood poisoning. For sale by all chemists and storekeepers.

THE FRENCH FLEET.

Some Particulars of the Squadron.

The French Fleet left Hongkong on the 14th instant for Hongkong on a return visit to that which was recently paid by the vessels of the British Far Eastern Squadron to Saigon.

The Fleet consists of all the first division of the French Far Eastern Squadron with the exception of the armoured cruiser "Dupleix" (Thouars).

The fleet is under the command of Rear Admiral Kioel, Chief of Staff, and consists of the Flagship "Montcalm" (Capt. Martel), the protected cruiser "Guédon" (Capt. Ridoix), flagship of Rear Admiral Boissac, (Second in Command), and the destroyers "Javeline," "Pistolet," "Francisque," "Frons," "Rapier" and "Sabre."

The Admiral's staff consists of Rear Admiral Kioel, Chief of Staff, Commander German, 1st A. D. C., First Lieut. Genon, A. D. C., First Lieut. T. de Beau regard, Second Lieut. Robert, Sub. Lieut. Adam and Sub. Lieut. Gully de Sully.

The fleet was due to arrive here this morning but has probably been delayed in entering the harbour by the fog which has prevented so many of the local merchant vessels from entering.

So far, owing to the uncertainty of arrival and of the length of stay that the vessels will make in port, nothing definite has been decided regarding the arrangements that are being made to return the splendid hospitality that was accorded the officers and men of our vessels when they were in French waters.

The Fleet will probably make a stay here of about a week's duration.

As the Japanese fleet is also expected in the harbour within a day or two the Admiralty arranged a programme of entertainment to both the French and Japanese Fleets. Yesterday a meeting was held on board the "King Alfred" when the following programme was drawn up to be settled either to-day or to-morrow—

Tuesday, 20th. French Fleet arrives. Exchange of calls if arriving in time. Naval Commander in Chief dines with German Admiral.

Wednesday, 21. Commander-in-Chief dines with General. Destroyers dine destroyers. "King Alfred" dines "Montcalm." "Alacrité" dines "Guédon."

Thursday, 22nd. Japanese Fleet arrives. Exchange calls, 4 p.m. "Fusée Blanche" gives an At Home. Commander-in-Chief dines German Admiral on board "King Alfred."

Friday, 23rd. At Home at Government House. Japanese Admiral dines with Commander in Chief. Japanese dine on board "King Alfred."

Saturday, 24th. French Admiral dines with Commander-in-Chief. Japanese Admiral dines at Government House. Gymkhana (suggested).

Monday, 26th. Afternoon reception. Officers attend sports at Kowloon. Tuesday, 27th. Japanese Fleet sails. The "Montcalm" is an armoured cruiser of 3367 tons displacement, and is well known to Hongkong residents, having been within our waters on many occasions. She is 452 feet long; 63 feet beam and 24 feet draught, and has an indicated horse power of 19,000. Her armour consists of a belt of 6 inches horizontal steel, two inches on deck, 3 inches above the belt, 6 inches on the bulk head and six inches at the secondary gun positions, three inches at the secondary gun. Her armament is as follows—two 7.6 inch; eight 6.4 inch; four 3.9 inch; sixteen 1.8 inch; six 1.4 inch guns. She has five torpedo tubes, two being submerged. The "Montcalm" was built at La Seyne in 1902 at a cost of £302,800. Her speed is 21 knots, and she carries a complement of 618 men.

The "Guédon" is a similar vessel, being slightly larger than the "Montcalm," but otherwise the difference is but small.

The six destroyers are practically sister ships, though there are slight differences in each. The "Francisque" and the "Sabre" are two of France's latest destroyers. Their dimensions are—Length 153.9 feet beam 20.11 draught 10.30. They are of 305 tons displacement, with an indicated horse-power of 6300 and a speed of 28 knots. They are armed with one 9-pounder and six 3-pounders and two torpedo tubes.

ALLEGED BOGUS HOSPITAL.

Another Collector Arrested.

The police have placed another man under arrest on a charge of collecting money for a bogus hospital. In this case the man appears to have been going round the city collecting money from Europeans and Chinese firms for a hospital styled the Yum N'goi, which he said existed at No. 44 Battery Street. His book showed that in three months he had obtained upwards of £150, in sums of from one to five dollars, so that the collections brought in an income of a little more than \$60 per month.

The police visited the place and found that the defendant lived there and that in addition to the space that he occupied there was only one bed, which appeared to be occupied by two women, members of his household.

He was consequently placed under arrest on a charge of obtaining the sum of \$6 in February and \$3 on a later date from Mr H. W. Slade by means of false pretences. The case was remanded.

WOUNDS, BRUISES AND BURNS.

By applying an antiseptic dressing to wounds, bruises and like injuries before inflammation sets in, they may be healed without maturation and in about one-third the time required by the usual treatment. Chamberlain's Pain Balm is an antiseptic and when applied to such injuries, causes them to heal very quickly. It also allays the pain and soreness and prevents any danger of blood poisoning. For sale by all chemists and storekeepers.

JAPAN AS A COLONISER.

DEVELOPMENT OF FORMOSA.

Steady Advance in Prosperity.

Japan is on her trial as a coloniser on a large scale. Corea and Manchuria will now relieve the pressure of population which in itself would have shortly rendered war or the seizure of a sphere of influence in China proper inevitable. The former has already passed under the suzerainty of Japan, and a large portion of Manchuria, though the provinces may nominally remain an integral portion of the Middle Kingdom will actually be dominated by Japanese influence. Notwithstanding the war and the constant demand for fresh troops, nearly 100,000 Japanese subjects swarmed into Corea in 1905. Communications and transport have been vigorously improved and extended by Japanese companies, a Japanese bank conducts the financial operations of the Government and Japan recently offered by Corea. In Manchuria Yinkow, or Nuchwang as it is more generally but erroneously called, although ostensibly a treaty port since the evacuation effect, a Japanese town since the evacuation by the Russians. The trade of the port is passing rapidly into Japanese hands and the Japanese civil element has increased manifold during the past few months. At Yinkow, where yesterday the Russian trader sold to the guileless Manchurian, speakable champagne and vicious vodka, to-day the urbane Japanese merchant retails innocuous beer and seductive sake. And so at Dairen, Haicheng, Tachikow, Moukden and all the other cities which have passed into Japan's possession. But this it may be claimed was war-sustained colonisation and the question may fairly be asked how will the nation shape as a coloniser now the colonists are confronted by the normal conditions and problems of peace.

FORMOSA A CITIZENSHIP.

Racing devotees have a robust belief in "form." They maintain that the prospects of the future can be gauged by a study of the performance of the past, and in the majority of cases they are justified by the progress Formosa has made since its cession by China we have something upon which to base our expectations in regard to Corea and Manchuria. Hasty critics have on what grounds I am unaware, declared the colonisation of Formosa to have been a costly and unsatisfactory experiment. Formosa has been in the possession of Japan since 1895. Surely it is rather soon for depreciatory dogmatism even if the results showed that the exploitation of the territory had necessitated an outlay quite out of proportion with the resulting advantages. But they show nothing of the kind. The colonisation of Formosa has not been costly, neither has it been unsatisfactory notwithstanding the expensive campaign against the warlike islanders. The entire extra amount added to the national debt of Japan by the development of Formosa has been, in the English equivalent, £2,700,000. The Home Government also allots out of general revenue a small subsidy to cover the cost of administration. This grant-in-aid amounted in the year 1900-1 to £20,000, but in 1904-5 it was only £40,000. During the same period there has been a steady increase of receipts from public undertakings and state property and taxation. Those who consider that the return from the exploitation of Formosa as that from a mining speculation would be disappointed at such slow progress, but they should bear in mind that in all industrial enterprises considerable capital has to be sunk and calls have to be paid before dividends can be expected. Formosa is rapidly approaching the dividend paying stage.

TESTIMONY OF STATISTICS.

There is inherent with most of us an abhorrence of figures, those awe inspiring arrays of numerals and cyphers which fiscal disputants in particular hurl at each other with deadly intent. But in order to demonstrate the steady advance of Formosa under Japanese colonial administration it is necessary to scrutinise the statistics. Perhaps nothing shows better how a country is progressing than the figures relating to the railways. It has to be borne in mind that Formosa, from an engineering point of view is anything but what is popularly known as an "easy" country. Its physical characteristics are rugged in the extreme and the work of construction consequently costly and slow. It must be remembered also that in Japan proper the Government is rapidly extending the State railway system and their energies have been engrossed by home domestic matters. Even so the mileage which in 1897-98 amounted to 60 miles has been increased to 154 miles; the number of passengers carried shows an increase of 730,000, while the freight carried, which amounted in 1897-98 to a paltry 23,000 tons in 1902-03, the latest paltry returns of which are immediately available, increased to 334,000. For the same periods the gross receipts from all sources were 1897-98, £23,000; 1902-03, £72,000. If the disaffected critics who inferentially condemn Japan's colonial ability had shares in a railway corporation which was improving its position at this rate I hardly think that they would heap obloquy upon the directorate. Since the territory was taken over there has been a marked increase in the trade with Japan proper. No certified figures would seem to be available before 1898 but in that year the trade returns show that the exports were valued at £321,600 and the imports at £450,000. In 1903 the imports were worth £1,000,000, and the exports £1,100,000. This would seem to indicate that the Japanese export merchants are opening up a profitable and expanding trade and that Japanese ocean going ships

are reaping a consequential advantage. It is significant that during the period under consideration there was a very slight increase in the imports from foreign countries.

HOW DEVELOPMENT WAS DELAYED.

Sufficient statistics have been quoted to show that depreciatory generalisation in regard to the development of Japan's first colony is hardly justified by the known facts. But it must not be forgotten that there have been numerous elements making for delay in that development. The first and perhaps the most considerable was the inevitableness of war. Baron Kodama, army styled the brain of the Japanese empire, a military man first last, and all the time, was the first Governor of the possession. He concentrated his attention almost entirely upon its possibilities as a military outpost and even after his temporary retirement the Government was with its immediate objective had little inclination to devote much money to its commercial exploitation. The prospective war has been a continual obstacle to its prosperity and the wonder is not that the island should have progressed so slowly but that it should have advanced at all. The savage resistance offered by the Formosans to their new rulers must be taken into account. The Formosans, though low in the scale of intelligence, are essentially a military race, and for hundreds of years they had successfully resisted all the expeditions which had been sent against them by their Chinese rulers and the Dutch. So broken is the country and so impenetrable the forests on the eastern slope of the water-shed that even to-day there are a few scattered tribes who have not been brought into complete subjugation. What attention the Japanese Government had been able to devote to colonisation was confined almost entirely to Hokkaido which is still but sparsely populated and which offers a magnificent field for exploitation, despite its rigorous winter. With all these disadvantages Formosa has forged gradually ahead and it is safe to assume that provided the peace of the East is placed on an enduring basis it will in a very short time be able to take over the debt incurred on its behalf by the central Government. The next few years will demonstrate the fallacy of the contention that the Japanese are dissatisfied with their acquisition and concerned at its costliness, and Manchuria and Corea will probably show that colonisation on a big scale is not beyond the genius of our allies.

F. L. P.

CANTON-HANKOW RAILWAY.

Another Breaks.

(From Our Correspondent.)

CANTON, March 19.

Not many days ago the Viceroy sent a despatch to the Chamber of Commerce at Canton in which he expressed satisfaction at the way in which the people of the whole province came forward in the matter of the Canton-Hankow railway, and assured the people that he would give every support to the undertaking. This despatch was put before the meeting, held on the 18th inst., and it was proposed by certain members to reply to the Viceroy, giving him all particulars relating to the subscription of capital in order that he might be in a position to give his co-operation in the event of representations being made to him by the Board of Commerce.

This proposition was agreed to with two dissentients, who so strongly insisted upon having nothing whatever to do with the authorities that both parties nearly came to blows, and rupture was imminent, when it was agreed to again put the matter before shareholders at the next meeting.

One hundred thousand shares in the railway have been applied for and allotted to the Hongkong representatives of the Company for Canton merchants in Hongkong. Up to the 18th inst. \$30,000 had been collected on the first call of \$1 per share.

The money is deposited at the Hongkong and Shanghai Bank in the names of the various attorneys, pending registration of the Company.

WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:—

On the 20th at 12.15 p.m. The barometer has fallen over NE. Japan and the E. coast of China, and risen elsewhere. Pressure is highest over the Pacific to the E. of the Loochoos, and low areas are lying to the N. of Japan and over the E. coast of China.

Gradually continue slight in the South, and light or moderate SE. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea; accompanied by fog at n. the coast.

Forecast:—S. winds, light or moderate, foggy, showery.

Russia has eighty-six general holidays throughout the year.

The deepest bog in Great Britain is to be found at Trogon, in Cardiganshire, where the peat is from 20 to 25 feet thick.

RHEUMATISM CAN BE CURED.

There is no disease which indicates more torture than rheumatism and there is probably no disease for which such a varied and useless lot of remedies have been suggested. To say that it can be cured is therefore a bold statement to make but Chamberlain's Pain Balm, which enjoys an extensive sale in this country, has met with success in the treatment of this disease wherever it has been tried. One of the applications of this Balm will relieve the pain and hundreds of sufferers from this disease testify to permanent cures by its use. For sale by all chemists and storekeepers.

DURING HOYCOTTERS.

Changing Flour Bags.

Five Chinese, three men and two women, were charged before Mr F. A. Hazeland, at the Magistrate's this morning, with having applied a false trade mark in connection with some American flour. Inspector Collett brought the prosecution, which appears to be the outcome of an effort to sell American flour to buyers who were inclined to boycott it.

The bags in which the flour was packed bore the letters U. S. A., which shut it out of the market, but although those into which it was being transferred were also American they did not bear such distinct evidence of the fact. The case was remanded until the 28th instant.

THE RUSSIAN TORPEDO.

How it was Opened.

(FOR THE CHINA MAIL.)

During 1854 I was employed in H. M. Dockyard at Devonport as an artificer. There was a Mechanic's Club there to which I belonged, and one night there was a discussion about a Russian torpedo—what they called it at the time, an "infernal machine"—that had recently been blown up by one of H. M. vessels in the Baltic and brought home. It was said to be a long cylinder supposed to be filled with gun cotton or some such explosive. No fuse was discovered attached to it—and it was generally supposed that inside was a glass tube filled with sulphuric acid—which tube broken by concussion touched off the chemical composition inside and so exploded the torpedo.

Several members gave their ideas about this construction, and the general opinion was that such a horrible way of destroying a vessel, was not ship-shape and should not be allowed in war. It might be thought at the time that I should be mixed up with torpedoes or explosives of any sort, more especially this one in particular, as I was not a fighting man, but a plain mechanical engineer of the un-heroic type.

Some few days after our Club meeting I was working one afternoon in one of the machine shops when our foreman came up to me and said:—"Mr C. . . . go and get a basket of tools and prepare to come with me." I asked what I was wanted for, and he replied:—"You never mind, get a few cutting chisels and a hammer, you are going to open an iron tank." So away I went and in a few minutes the foreman and I went down to a man-of-war's gig that was lying at the Dockyard steps and were taken off to the flagship "Royal Adelaide." There were a lot of men-of-war boats alongside and a collection of the captains and officers of the various ships at Plymouth at the time, besides the general commanding the troops and a lot of Royal Engineers and some Artillery officers.

After a bit I saw most of these officers get into their boats and go alongside a large dockyard lighter that was lying moored about 300 yards off the flag-moored. Then the foreman turned up and told me to come and get into a gig, which pulled alongside of the lighter where all the officers were. Even then it never dawned on me what I was wanted for. The foreman led me up to a white haired old gentleman in an admiral's uniform and said, "Sir, this is the young man that has been selected to open it. I then noticed a long black iron cylinder lying on top of a bench. My knees knocked together. It was the horrid infernal machine that had been discussed in the Club.

The Admiral, in the most cheerful manner, said, "Ah, so you have volunteered to open this Very good of you! We are anxious to see its internal economy."

I thought with a groan, "Yes, and my internal economy, also!" I dared not say that I had never been consulted in the matter. The eyes of the officers were upon me, and then it suddenly occurred to me. Well, there can't be any actual danger when all these officers, covered with gold-lace, are standing so close to it. So I weakly bowed my head, although I could scarcely speak, I was in such a funk.

I took off my coat and began selecting a chisel. As I walked towards the bench the Admiral said out "Boat there! Come alongside, and he got in and pulled clear of the lighter and then the General said the same and also pulled away.

I turned up my sleeves, and keeping the edge of the chisel well in the palm of my hand, I gave the head a sharp tap with the hammer, holding the chisel near the torpedo at the same time. It was like magic. In two minutes not a soul remained on board the lighter but myself, and the awful torpedo.

All the boats were lying off on their cars about 200 yards away. I stood irresolute, quaking in every limb. Should I blow myself into a thousand atoms, or throw my hammer down and refuse to open the cylinder? And yet I felt ashamed to publicly proclaim myself afraid before such a company. After a few minutes of horrid suspense I was now getting dark and as I was standing hammer and chisel in hand shaking from head to foot—a sudden and fearful explosion occurred!

I knew no more till I came up to the surface of the water—the hammer and chisel had gone, and, to my intense surprise, there still was the lighter—and the officers' boats. And all the officers and men were splitting their sides with laughter.

It was the evening gun from the "Royal Adelaide," the guardship close by, that had been fired. I absolutely refused to go on board the lighter again.

MATTY'S FEMININE.

A lady living in Kent, a successful exhibitor at dog shows, keeps several tame wolves as pets.

Black velvet coats trimmed with fur will come in with the cold weather, other velvet coats being garnished with braid or embroidery.

During recent years numbers of young Chinese women have been sent to be educated in Japan, becoming teachers on returning to their native land.

Knitted jerseys have been popular during the past two seasons, and it is believed that the demand for them will much increase during the coming winter.

At a church in Melbourne, Australia, having a Scotoman for minister, the ladies of the choir are dressed in old Scottish costume, and sing the hymns and psalms to a bagpipe accompaniment.

When having, say, a complexion lotion made up that includes in it any out-of-the-way ingredients, it is not unwise to inquire of the chemist whether it contains anything that can possibly prove harmful.

It has been estimated that Miss Alice Roseberry, during the space of fifteen months, attended 408 dinners, 300 dancing parties, 360 balls, 690 afternoon teas, and made 1,700 calls. Besides this she has shaken hands with at least 22,000 persons.

WHOOPIING COUGH.

THE quick relief afforded by Chamberlain's Cough Remedy in case of whooping cough, makes it a favorite with the mothers of small children. This remedy liquefies the tough mucus, making it a sorer to expectorate, keeps the cough loose and counteracts any tendency toward pneumonia. For sale by all chemists and storekeepers.

THERE IS BUT ONE

SPEEDICUT

High Speed Tool Steel, and that is

FIRTH'S SPEEDICUT

SOLE MAKERS,

Thos. Firth & Sons,

LIMITED,

Norfolk Works, Sheffield.

Hongkong, January 6, 1904.

ROBINSON PIANO

COMPANY, LTD.

THE

Shipping.

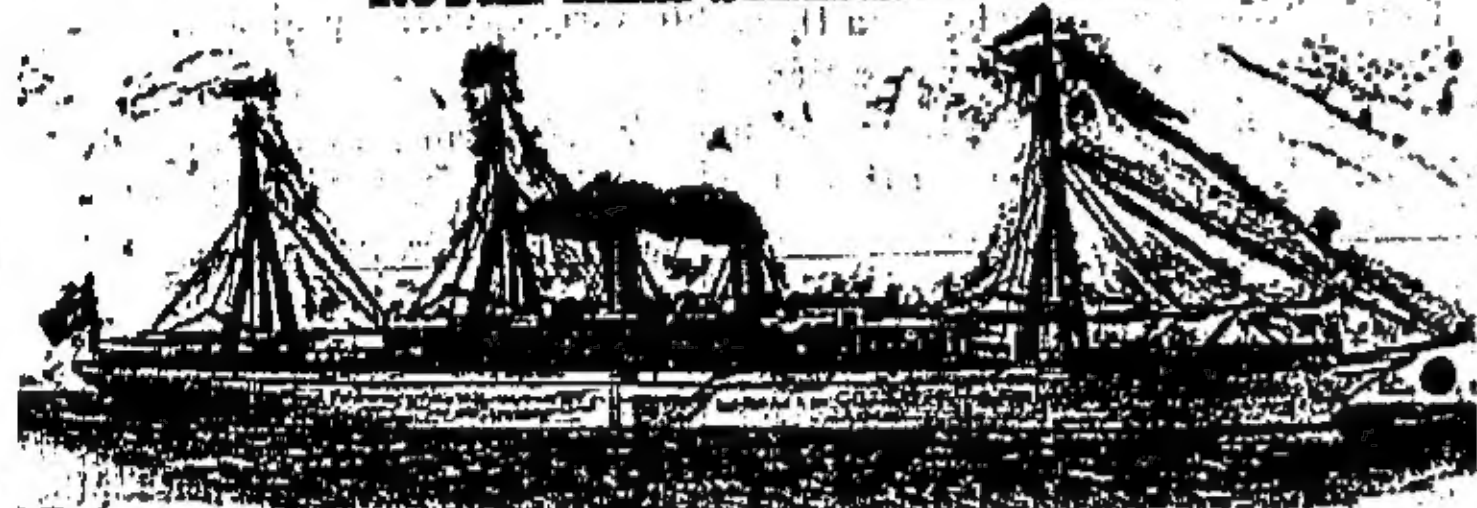
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FROM	STEAMERS	TO SAIL ON	REMARKS
YOKOHAMA, via SHANGHAI, POONA, 7028 tons.	CH. L. DAVIE	About 20th March.	Freight only.
MOJI AND KOBE	CH. L. DAVIE	March.	Freight only.
SHANGHAI	ARADIA, 6603 tons.	About 23rd March.	Freight and Passage.
LONDON, &c.	BELTA, 8058 tons.	Neon, 24th March.	See Special Advertisement.
LONDON & ANTWERP, via SUEZ, PANAMA, COLON, SAID & MALAKKA	FORMOSA, 4045 tons.	About 28th March.	Freight and Passage.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 12 Days across the Pacific to the 'EMPERESS LINE.' SAVING 3 TO 7 DAYS OCEAN TRAVEL. 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. EMPRESS OF CHINA, 6000 Tons	WEDNESDAY, Mar. 28, April 18.
ATTENIAN, 3883 Tons	WEDNESDAY, April 11, May 1.
EMPERESS OF INDIA, 6000 Tons	WEDNESDAY, April 18, May 8.
MONTEAGLE, 3600 Tons	WEDNESDAY, May 2, May 26.
EMPERESS OF JAPAN, 6000 Tons	WEDNESDAY, May 8, May 30.
R.M.S. TARTAN, 4425 Tons	WEDNESDAY, May 23, June 16.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PACIFIC OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

1st Class, via St. Lawrence 260, via New York 282, Intermediate on Steamers, " £40, " £42, " and 1st Class Rail " £40, " £42.

R.M.S. MONTEAGLE, TARTAN and ATTENIAN Carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to CORNER PRINCE STREET and FRANK, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	HANGSANG	WEDNESDAY, Mar. 21, at 4 P.M.
SINGAPORE, PENANG [SUIANG], AND CALCUTTA		THURSDAY, Mar. 22, at 3 P.M.
MANILA	LOONGSANG	FRIDAY, Mar. 23, at 4 P.M.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THIS CO'S S.S.	FOR	LEAVING
MAIDUWU MARU, Capt. MURLIN	ANPING, VIA SWATOW, AND AMOY	WEDNESDAY, 21st March, a.m.
DAIJIN MARU, Capt. H. OHTA	TAMSUI, VIA SWATOW AND AMOY	SUNDAY, Mar. 25, 10 a.m.
+ ANPING MARU, Capt. SHIBATA	SHANGHAI, VIA SWATOW, AMOY AND FOCHOW	THURSDAY, Mar. 29, a.m.
DAIGI MARU, Capt. S. TAKAI	TAMSUI, VIA SWATOW AND AMOY	SUNDAY, April 1, 10 a.m.
+ SEOSU MARU, Capt. NISHIMOTO	SHANGHAI, VIA SWATOW, AMOY AND FOCHOW	

These Steamers have excellent Accommodation for First-class Passengers, and are fitted throughout with Electric Light. Unrivaled Table.

* Taking Cargo on Through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 5, Des Voeux Road Central.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
LYRA	4417	G. V. Williams	About April 4.
SHAMWUT	9006	E. V. Roberts	About April 29.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND DINING. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shamwut and Lyra are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

FAREWELL EXPRESS TO THE UNITED STATES AND CANADA.

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FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	MAELSON	20th March.
GLASGOW AND LIVERPOOL	ANTWERP	24th "
GLASGOW AND LIVERPOOL	KINROSS	28th "
GLASGOW AND LIVERPOOL	BELLSHOPHON	4th April.
GLASGOW AND LIVERPOOL	CALEDON	11th "
GLASGOW AND LIVERPOOL	MOYNE	14th "
GLASGOW AND LIVERPOOL	TEUCHER	18th "
GLASGOW AND LIVERPOOL	DIABLO	21st "
GLASGOW AND LIVERPOOL	HAGROH	21st "
GLASGOW AND LIVERPOOL	JASON	28th "

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	TEUCHER	27th March.
AMSTERDAM, LONDON & ANTWERP	DIABLO	10th April.
GENOA, MARSEILLES & LIVERPOOL	KINROSS	20th "
AMSTERDAM, LONDON & ANTWERP	TEUCHER	24th "
AMSTERDAM, LONDON & ANTWERP	BELLSHOPHON	8th May.
GENOA, MARSEILLES & LIVERPOOL	HAGROH	20th "
AMSTERDAM, LONDON & ANTWERP	CALEDON	22nd "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all TIDEWATER	TEUCHER	18th April.
PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	DIABLO	16th May.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA	TEUCHER	26th March.
AND PACIFIC COAST	DIABLO	25th April.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	SHANGHAI	23rd March.
MANILA	MANILA	27th March.
MANILA, ZAMBAANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGHAI	27th March.
CEBU & ILOILO	KAIKONG	31st March.
KOBE	CHINOTU	2nd April.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified Surgeon is carried.

* Taking Cargo on Through Bills of Lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Staterooms. Electric Light. Perfect Cuisine. Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
ZAFIRO	2540	R. Rodger	Manila, via Amoy.	23rd March, at 10 o'clock a.m.
RUBI	2540	R. Almond	Manila	31st March, at 12 o'clock noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.



FOR NEW YORK, via PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT THE MALABAR COAST).

TO SAIL

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

BEN LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship BENEDI, Captain will be despatched on or about SUNDAY, the 25th March.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, March 16, 1906.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO, via PORTS.

THE Steamship DAKOTA, will be despatched for the above ports on or about SUNDAY, the 25th April.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

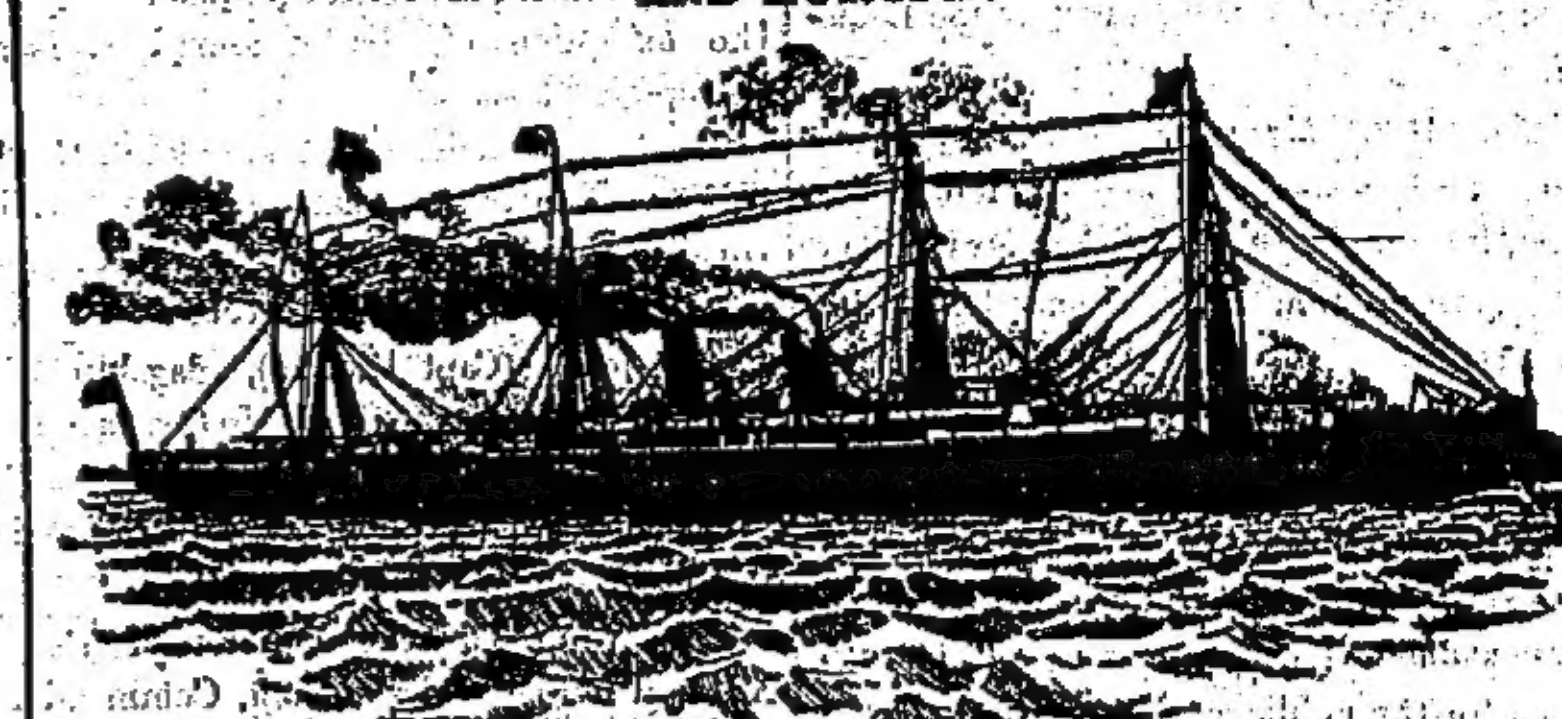
Hongkong, March 14, 1906.

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PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

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SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, ON OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	DATE	TIME
CHINA	24th Mar., at Noon.	
* NIPPON MARU	TUESDAY, 3rd April, at Noon.	
DORIO	TUESDAY, 10th April, at Noon.	
* MANCHURIA	TUESDAY, 17th April, at Noon.	
* HONGKONG MARU	TUESDAY, 24th April, at Noon.	
* KOREA	TUESDAY, 1st May, at Noon.	
COPTIC	FRIDAY, 11th May, at Noon.	
* SIBERIA	FRIDAY, 11th May, at Noon.	
* AMERICA MARU	SATURDAY, 18th May, at Noon.	
* MONSIEUR	SATURDAY, 18th May, at Noon.	

RECORD FAST TRIPS.

Yokohama to San Francisco, s.s. KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Yokohama, s.s. SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 15 hours.

San Francisco to Yokohama, s.s. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 15 days, 18 hours.

Yokohama to San Francisco, s.s. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905; 10 days, 10 hours and 22 minutes.

THE P. M. Steamship CHINA, will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 24th March, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Eastern, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON, OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	To SAIL ON
NICOMEDIA	4870	WAGELANN	Mar. 24, at Noon.
NUMANTIA	4870	FELDTMANN	April 8, at Daylight.
ARABIA	4483	METTERSTERN	May 1, at Daylight.
ARAGONIA	5198	KRIST	June 6, at Daylight.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMSHIP	DESTINATION	SAILING DATE
* SHINANO MARU, M. J. CURNOW	VICTORIA, B.C. AND SEATTLE, via SHANGHAI, MOJI, KOBE AND YOKOHAMA.	TUESDAY, 3rd April, at 4 p.m.
* DEN OF MAINS, SINGAPORE	MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SUNDAY, 8th April, at Daylight.
BINGO MARU	MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	WEDNESDAY, 16th April, at Daylight.
YAWATA MARU, MATTHEWS	NAGASAKI, KOBE AND YOKOHAMA.	WEDNESDAY, April 18, at Noon.

* Taking Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP CO.

FOR SEATTLE, via SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS 'MINNESOTA' AND 'DAKOTA' (Each Tons 20,718 Gross Reg.)

Will be despatched from Hongkong as follows:—
DAKOTA, Captain E. FRANCES, On or about MONDAY, 23rd APRIL, 1906.
MINNESOTA, Captain J. H. RINDER, On or about TUESDAY, 12th JUNE, 1906.

Conveying Cargo to the Pacific Coast, United States and Canadian Overland Common Points; also Passengers to the United States, Europe, &c.

These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Special Provision is made for the safe transit of SILK, TREASURE and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this Line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE.

Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED, FOR SWATOW AND AMOY.

THE Company's Steamship HAIMUN, Captain A. J. ROSSOR, will be despatched for the above Ports on WEDNESDAY, the 21st inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS, LAIPRAK & Co., General Managers.

Hongkong, March 19, 1906.



STEAM FOR

STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DELTA, Captain C. L. DAVIE, (rying His Majesty's Mail), will be despatched from this for BOMBAY, on SATURDAY, the 24th March, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's s.s. MOON, 9,620 tons, from Colombo; Passengers accommodation, in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo; the mail steamer proceeding direct to Marseilles and London (other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Egypt, due in London on the 6th May, 1906).

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, March 19, 1906.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship GREGORY APCAR, Captain S. H. BROWN, will be despatched for the above Ports on SATURDAY, the 24th inst., at 8 p.m.

For Freight or Passage, apply to D. BASSON & Co., Ltd., Agents.

Hongkong, March 17, 1906.

BRITISH-INDIA STEAM NAVIGATION CO., LD.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship ZALDA, Captain A. M. RAY, will be despatched as above on SUNDAY, the 26th inst., at Daylight.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, March 19, 1906.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, TACOMA, PORT DARWIN and QUEENSLAND PORTS) and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship AUSTRALIAN, Captain MCARTHUR, will be despatched for the above Ports on SATURDAY, the 31st March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewards and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, March 8, 1906.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR

TRIESTE Direct, Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the BRITISH, to SOUTH AFRICA, PERSIAN GULF, Red Sea, BLACK SEA, LEBANON, YEMEN and AFRICAN PORTS.)

THE Company's Steamship PERLA, Captain CRAGLIETTO, will be despatched as above on MONDAY, the 2nd of April, p.m.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, March 7, 1906.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

via PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST. Passengers Business from Hongkong.

STEAMSHIP TO SAIL

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to Colombo	Leave HONGKONG	Connecting Steamers from Colombo to MARSHALL & LONDON	Due at MARSHALL (Brindisi 2 days earlier)	Due at PLYMOUTH (1 day later)
	zone	zone	Saturday,	Friday,
	Noon		April 21	April 27
DELTA 2000	Mar. 24	MOULTAN 10000	May 5	May 11
COBAN 7000	April 7	MAEMORA 10000	Sunday,	Saturday,
			May 20	May 26
ARCADIA 7000	April 21	VICTORIA 7000	June 3	June 8
DEVANHA 8000	May 5	HIMALAYA 7000	June 17	June 23
DELHI 8000	May 19	INDIA 8000	July 1	July 8
DONGOLA 8000	June 2	CHINA 8000	July 15	July 22
OREANA 7000	June 16	MOLDAVIA 10000	July 29	Aug. 5
ARCADIA 8000	June 30	MONGOLIA 10000		

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave HONGKONG		Due at LONDON	
	TONNAGE	about	about	
FORMOSA	4500	March 28	May	1
JAVA	4500	April 11	May	1
DEVON	4500	May 23	July	2
MANILA	4500	June 6	July	2

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

+ Calls at Marseilles.

+ Carry only First Saloon Passengers.

For Passage, Apply to

E. A. HEWETT,

Superintendent.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST

(Taking Cargo at through rates to Assens, Amsterdam, Rotterdam, Copenhagen, Lissabon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Porto in the Levant; Black Sea and Baltic Ports; North and South American Ports).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

CALLING AT	24th March, 1906.	Freight.
S.S. SAXONIA	24th March, 1906.	Freight.
FOR HAVRE AND HAMBURG.		
CALLING AT SINGAPORE, PENANG AND COLOMBO.		
+ S.S. SILESIA	31st March, 1906.	Freight & Passengers.
FOR HAVRE, BREMEN AND HAMBURG.		
CALLING AT SINGAPORE, PENANG AND COLOMBO.		
+ S.S. BOADIA	18th April, 1906.	Freight & Passengers.
FOR HAVRE AND HAMBURG.		
CALLING AT SINGAPORE, PENANG AND COLOMBO.		
S.S. SENGAMBIA	21st April, 1906.	Freight.
FOR HAVRE AND HAMBURG.		
CALLING AT SINGAPORE, PENANG AND COLOMBO.		
S.S. SEGOVIA	5th May, 1906.	Freight.

+ Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloons and cabins suitably lighted throughout by Electricity. Fully qualified Deck and Stewards are carried.

For further particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

KING'S BUILDINGS.

JAVA-CHINA-JAPAN LINE

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAPAN.	Second half March.	JAVA PORTS.	Second half March.
TJIMAH	JAPAN.	First half April.	JAVA PORTS.	First half April.
TJILIWONG	JAVA.	First half April.	JAPAN, VIA SHANGHAI.	Second half April.
TJIPANAS	JAPAN.	Second half April.	JAVA PORTS.	First half May.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India or through B.T.

For particulars of Freight and Passage, apply to the

HEAD AGENCY.

Java-China-Japan Lijn,

TELEPHONE No. 375. YORK BUILDINGS, FIRST FLOOR.

TOYO KIEN KAISHA

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND SOUTH AMERICAN PORTS.

THE Company's Chartered Steamship GLENFARG, of 3,000 tons, will be despatched for CALLAO (Peru), on TUESDAY, the 10th April, 1906, at Noon.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager.

Hongkong, March 1, 1906.

SECOND EDITION.

HISTORY OF THE CHURCHES OF

INDIA, BURMA, Siam, THE MALAY

PENINSULA, CAMBODIA, ANNAM, THAILAND, COCHINA AND JAPAN.

Translated by the SOCIETY OF THE

MISSIONS OF THE CHURCHES OF

Translated by EDWARD HARRIS PARKER

and Reprinted from THE CHINA REVIEW.

Price One Dollar.

For Sale at The CHINA MAIL OFFICE

5 Wyndham Street.

Shipping.

IMPERIAL
GERMAN
MAIL
LINES.

NORDDEUTSCHER LLOYD-BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID,

NAPLES, GENOA, ANTWERP, BREMER/HAMBURG;

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND

PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH

AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES, 1906.
BAYERN	WEDNESDAY, 28th March.
PRINZ REGENT LUTFOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
RUHR	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
GRUBENAU	WEDNESDAY, 18th July.

ON WEDNESDAY, the 28th day of March, 1906, at Noon, the Steamship

BAYERN, Captain TORRES, with MAILS, PASSENGERS, SPECIAL

CARGO, will leave the Port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Monday, the 26th March, Cargo

and Passengers will be received on Board until 5 p.m. on Tuesday, the 27th March,

and Passengers will be received at the Agency's Office until Noon on Tuesday, the 27th

March.

Contents of Packages are required. No Parcel Receipts will be signed for less than

\$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM

HONGKONG

To Naples, Genoa and Gibraltar

1st Class 2nd Class 3rd Class

281.0 0.0 142.0 0.0 82.0 0.0

To Southampton, London, Bremen and Hamburg

1st Class 2nd Class 3rd Class

65.0 0.0 44.0 0.0 24.0 0.0

To New York, via Suez, Naples, Genoa or Gibraltar

1st Class 2nd Class 3rd Class

114.0 0.0 78.0 0.0 47.0 0.0

Via Bremen or Southampton

1st Class 2nd Class 3rd Class

123.0 0.0 83.0 0.0 49.0 0.0

In the event of the steamer leaving the Port of Hongkong, Genoa, or

Gibraltar and travelling to Bremen or Southampton overland, the same rates to

be applied as via Naples, Genoa or Gibraltar, but in this case the cost

of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co.

from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore

to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is

however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L.

Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using

an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,

BRISBANE, SYDNEY, AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES, 1906.
PRINZ WALDEMAR	TUESDAY, 3rd April.
PRINZ SIGISMUND	TUESDAY, 16th May.
WILLEHARD	TUESDAY, 29th May.

ON TUESDAY, the 3rd day of April, at Noon, the Steamship PRINZ WALDEMAR,

Capt. WALDEMAR, with Mails, Passengers, and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG

To Manila

1st Class 2nd Class 3rd Class

280.0 0.0 180.0 0.0 100.0 0.0

To New Guinea

1st Class 2nd Class 3rd Class

220.0 0.0 140.0 0.0 80.0 0.0

To Brisbane

1st Class 2nd Class 3rd Class

230.0 0.0 140.0 0.0 80.0 0.0

To Sydney

1st Class 2nd Class 3rd Class

230.0 0.0 140.0 0.0 80.0 0.0

To Melbourne

1st Class 2nd Class 3rd Class

230.0 0.0 140.0 0.0 80.0 0.0

To Yokohama

1st Class 2nd Class 3rd Class

230.0 0.0 140.0 0.0 80.0 0.0

To Kobe

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